

# Latitude 38

VOLUME 399 September 2010

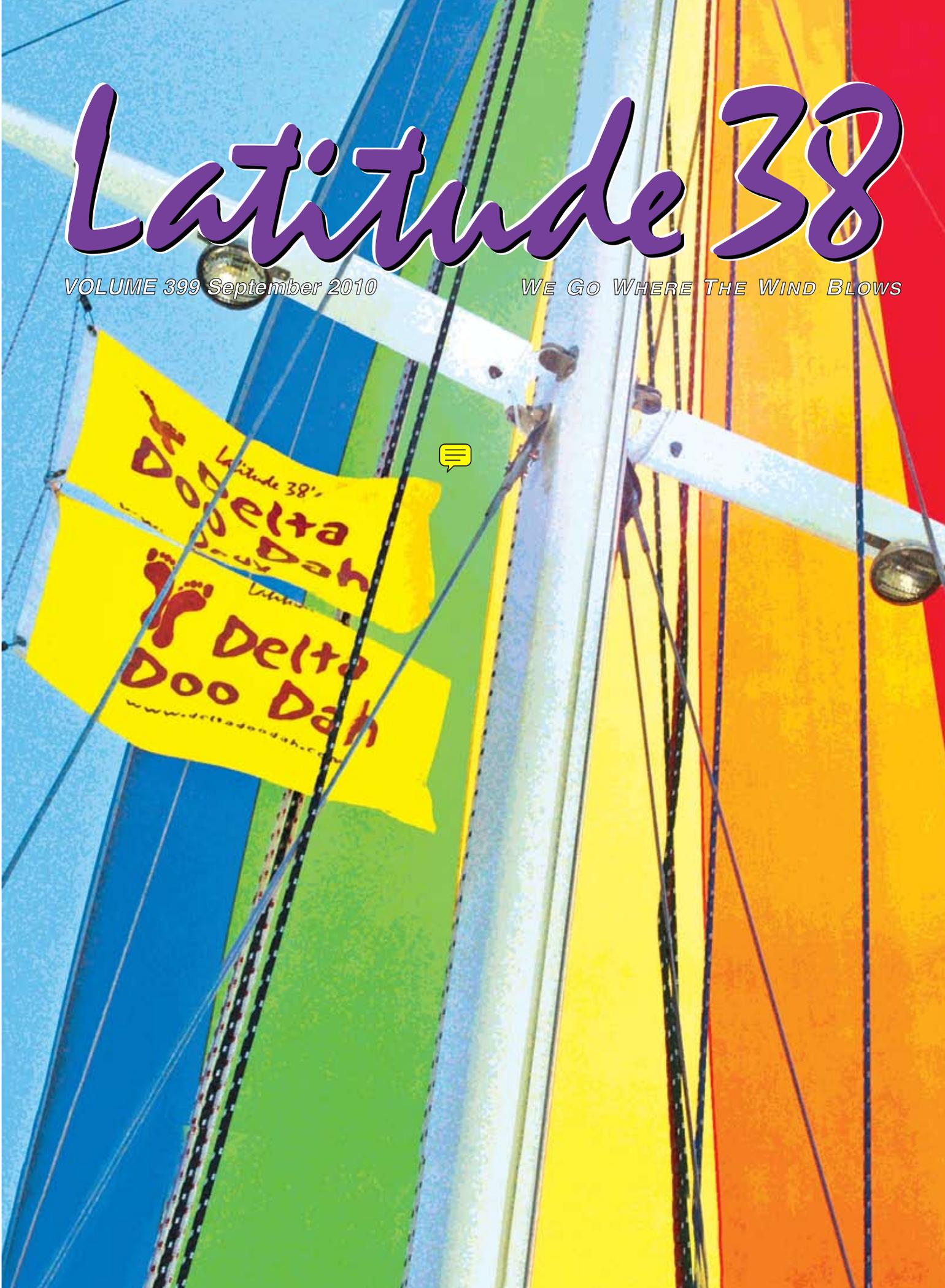
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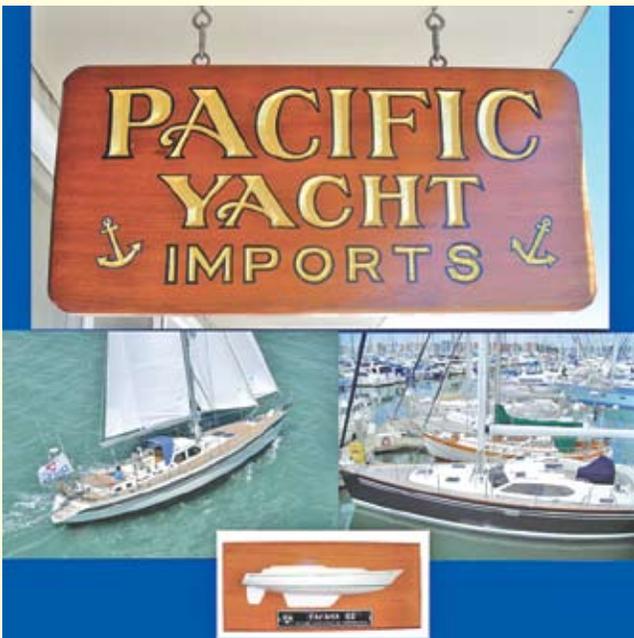
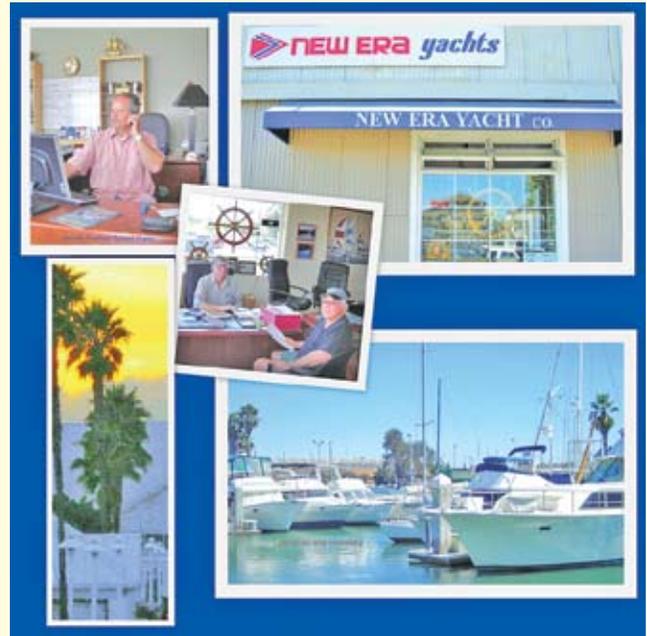
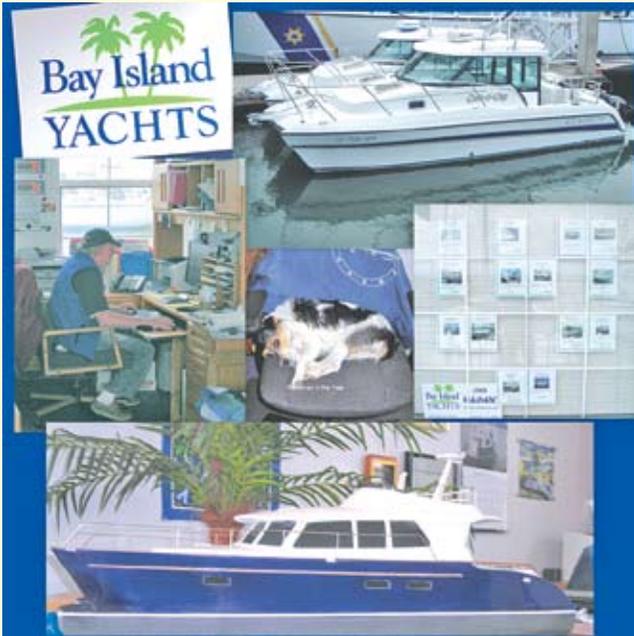


Latitude 38

SEPTEMBER 2010

VOLUME 399





**Wife:** "Honey, get up off the couch. Let's go buy a boat."

**Husband:** "...zzzip snort cof, cof. Snffff. Wha?... Honey, did you just say something to me? I was having the most incredible dream and this time you were in it."

**Wife:** "I said 'Let's go buy a boat.' You've been wanting one for so long, and the prices have never been better. Take me to Grand Marina in Alameda. They have three yacht brokers on site, with lots of inventory right outside their front doors. It'll be just like going to a boat show!"

**Husband:** "OK, but let me finish hanging this picture, defrosting the fridge, nailing down that loose board on the front porch, mowing the lawn, and cleaning out the garage. And Honey, could we stop at the department store on the way back? I think it's time I got new underwear; all of my old ones have holes in them and I hate that. By the way, no, those sailing shorts don't make your ass look big; I hope to see you in them every day."

**Wife:** <Well, now I think I'm dreaming...>

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*Nancy\**

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Upwind, reaching and downwind, and in widely varying conditions, the performance of the sail exceeded the expectations of Pat and his crew, Michael Andrews and Gordie Nash, in July’s 2070-mile-long Pacific Cup race from San Francisco to Kaneohe, Hawaii. *Nancy* placed first in Class A.

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Cover: Plenty of boats flew their colors during the Delta Doo Dah Deux.

Photo: *Latitude/LaDonna*

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to [editorial@latitude38.com](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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47' Beneteau 473 3-cabin	2006	324,000
47' Beneteau First 47.7	2001	197,000
46' Amel Maramu	1985	125,000
46' Island Packet 465	2008	594,500
45' Beneteau First 45f5	1991	157,500
44' Tartan 4400	2003	439,000
43' Gulfstar CC	1979	85,000
42' Beneteau 423	2005	199,999
42' Cascade	1971	47,500
41' Tartan 4100	1996	228,500
40' Beneteau First 40	2010	276,394
40' C&C 37+	1989	96,000
40' Hardin Seawolf ketch	1970	70,000
40' Island Packet	1998	225,000
39' Beneteau 393	2003	134,900
38' Island Packet 380	1999	239,000
38' Tartan 3800	1995	129,000
37' Beneteau 37	2011	192,892
37' C&C 37	1985	59,900
36' Catalina	1988	63,500
36' Catalina Mk II	2006	144,900
36' Island Packet 350	1999	169,000
35' C&C 35 Mk III	1983	51,900
35' J/109	2003	160,000
35' Tung Hwa Fantasia	1979	74,900
34' Beneteau 343	2007	114,500
32' Island Packet	1990	78,000
32' J/32	1997	94,000
31' Beneteau 31	2009	125,485
31' Beneteau First 310	1993	47,900

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Catalina 36, 2004 .....	127,777
Catalina 36, 1986 .....	54,000
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Hunter 42, 1994 .....	124,500
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Hunter 37, 1987 .....	61,500
Hunter 36, 2007 .....	139,000
Hunter 36, 2004 .....	119,000
Islander 36, 1977 .....	39,900
Hunter 35.5, 1993 .....	59,000
Hunter 31, 2007 .....	84,900
Nonsuch 30, 1981 .....	49,000

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2005 Hunter 44 DS	\$199,950
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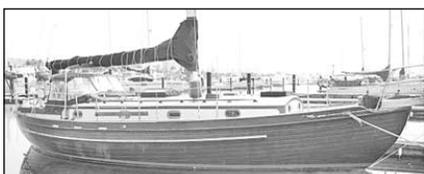
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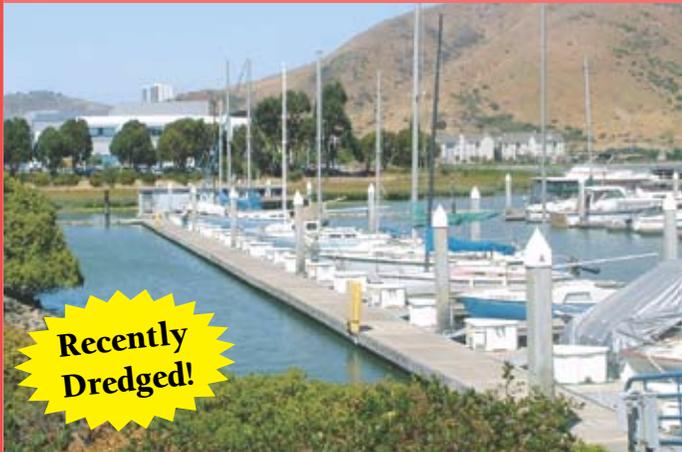
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## CALENDAR

### Non-Race

**Sept. 1-29** — 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).

**Sept. 2** — Maneuvering in Close Quarters, with Club Nautique's Bryan Chavez at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

**Sept. 4, 11, 18, 25** — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**Sept. 5-26** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Sept. 6** — The unofficial end of summer — Labor Day.

**Sept. 6** — 'Songs of Sea Labor' sea chantey concert by Rick Spencer aboard *Eureka* at San Francisco Maritime National Historical Park. Adults \$5, kids 15 & under free. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Sept. 7-8** — Deer Harbor Wooden Boat Rendezvous. Info, (360) 376-4056 or [www.deerharborwoodenboats.org](http://www.deerharborwoodenboats.org).

**Sept. 7-23** — America's Boating Class by Marin Power & Sail Squadron in Novato, Tuesdays and Thursdays, 7-9 p.m. Textbook, \$40. Info, (415) 924-2712.

**Sept. 7-Oct 26** — Boating Skills & Seamanship by USCGA at Marina del Rey YC, Tuesdays, 7:30-9:30 p.m. \$80. Register online at [www.uscgamdr.org](http://www.uscgamdr.org) or call (818) 239-4770.

**Sept. 7-Nov. 9** — Boating Skills & Seamanship by USCGA Flotilla 17 on Yerba Buena. Tues. & Thurs., 7:30-9:30 p.m. \$75. Info, [FSO-PE@flotilla17.org](mailto:FSO-PE@flotilla17.org).

**Sept. 8** — Liferaft safety class by Sal's Inflatables, 3-5 p.m. at Encinal YC, just before the Mexico-Only Crew List Party (see next listing). Find out what it's really like to get into a liferaft from the water — bring a wetsuit! Reservations and \$25 deposit required for this free class. Info, (510) 522-1824.

**Sept. 8** — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered '10 Ha-Ha skippers and first mates). Info, (415) 383-8200 or [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html).

**Sept. 9** — Presentation and book-signing by Nick Hayes, author of *Saving Sailing*, at Corinthian YC, 7 p.m., \$10. Buffet dinner starts at 6 p.m., \$15 at the door. Info, [www.cyc.org](http://www.cyc.org).

**Sept. 9** — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

**Sept. 9** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Sept. 11** — Encinal YC's Nautical Flea Market, 6 a.m.-1 p.m. Info, [www.encinal.org](http://www.encinal.org).

**Sept. 11** — Mexico Cruising Seminar by Dick Markie, Harbormaster of Paradise Village Marina in Nuevo Vallarta, at Sausalito West Marine, 10 a.m. Info, (415) 332-0202.

**Sept. 10-12** — All Islander Rendezvous at Two Harbors on Catalina. All Islander owners welcome! For details, contact Don Grass at [dgrass1@cox.net](mailto:dgrass1@cox.net).

**Sept. 10-12** — 34th Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, [www.woodenboat.org](http://www.woodenboat.org).

**Sept. 14-Nov. 16** — Weekend Navigation by USCGA at Loch Lomond YC, Tuesdays, 7:30-9:30 p.m. \$85. Info, (415) 485-1722 or [paula.j.russo@kp.org](mailto:paula.j.russo@kp.org).

**Sept. 15-19** — Northern California Fall Boat Show at Jack London Square in Oakland. Info, [www.ncma.com](http://www.ncma.com).

**Sept. 15-19** — Lake Union Boats Afloat Show in Seattle.

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# CALENDAR

Info, [www.boatsafloatshow.com](http://www.boatsafloatshow.com).

**Sept. 16** — The Racing Rules of Sailing with Modern Sailing Academy's Stan Landers at San Carlos West Marine, 6-7 p.m. Info, (650) 593-2070.

**Sept. 16-Nov. 11** — Safe Boating by USCGA in San Jose, Thursdays, 6:30-9 p.m. \$45. Info, (408) 723-0223.

**Sept. 17-19** — 4th Annual All Islander Rendezvous for every Islander on the Bay. EYC & OYC, [www.islander36.org](http://www.islander36.org).

**Sept. 18** — Nautical Flea Market at Emeryville Marina, 7 a.m.-1 p.m. Info, (510) 654-3716.

**Sept. 18** — Nautical Flea Market at Port of Redwood City, 8 a.m. Info, (650) 208-3914 or [mharrismx@aol.com](mailto:mharrismx@aol.com).

**Sept. 18** — Boating Safely by USCGA Flotilla 17 on Yerba Buena, 8:30 a.m.-5 p.m. \$55. Info, [FSO-PE@flotilla17.org](mailto:FSO-PE@flotilla17.org).

**Sept. 19** — Arrgh, matey! It's Talk Like a Pirate Day!

**Sept. 19** — UCSC Boating Center Yard Sale at Santa Cruz Yacht Harbor, 8 a.m.-6 p.m. Info, [gkilburn@ucsc.edu](mailto:gkilburn@ucsc.edu).

**Sept. 22-Oct. 13** — Weekend Navigation by USCGA at Oakland YC, Wednesdays, 6:30-8:30 p.m. \$45. Info, [nancy@windwave.com](mailto:nancy@windwave.com).

**Sept. 22** — The Autumnal Equinox, aka: the first day of fall. Goodbye, summer — don't let the door hit you in the ass on the way out!

**Sept. 23** — Howl at the full moon on a Thursday night.

**Sept. 23** — Live demos of new Simrad products at Sausalito West Marine, 10 a.m.-7 p.m. Info, (415) 332-0202.

**Sept. 23** — US Power Squadron's Mariner's Compass at San Carlos West Marine, 6-7 p.m. \$30 fee. Info, (650) 593-2070.

**Sept. 25** — Marine Swap Meet at Schooner Creek Boat Works in Portland, 11 a.m.-5 p.m. Info, (503) 735-0569.

**Sept. 25** — 14th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, [www.picya.org](http://www.picya.org).

**Sept. 25** — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, [www.coastalcleanup.org](http://www.coastalcleanup.org).

**Sept. 25** — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: The Barbary Ghosts joined by Salty Walt & The Rattlin' Ratlines. \$14 each or \$36 for the entire three-concert series. Info, (415) 561-6662, ext. 33.

**Sept. 25** — Tour the historic ships at SF Maritime Park's Hyde St. Pier for free on National Public Lands Day, 9:30 a.m.-5 p.m. Info, [www.nps.gov/sajr](http://www.nps.gov/sajr).

**Sept. 25** — Boating Safety by USCGA at San Jose West Marine, \$15. RSVP, (408) 246-1147.

**Sept. 26** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Sept. 26** — 3rd Annual SailFest at Modern Sailing in Sausalito, 1-5 p.m. Free sailboat rides starting at 11 a.m. Info, (415) 331-8250.

**Sept. 27** — Lecture by Philippe Cousteau, Jr., ocean conservation activist and grandson of Jacques, as part of the Guggenhome Speaker Series at Marines' Memorial Theater in the City, 6:30 p.m. \$40. Info, [www.itsyourworld.org](http://www.itsyourworld.org).

**Oct. 1-3** — Westsail Owners Rendezvous at San Leandro YC. Info, [www.westsail.org/\\_rendv/\\_canorth/index.html](http://www.westsail.org/_rendv/_canorth/index.html).

**Oct. 2** — Redwood City PortFest, a showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, [www.redwoodcityport.com](http://www.redwoodcityport.com) or (650) 306-4150.

**Oct. 7-12** — Hey, sailor, it's Fleet Week featuring the Blue Angels. Details can be found at [www.fleetweek.us](http://www.fleetweek.us).

**Oct. 9** — Martinez Marina Nautical Swap Meet from 8 a.m.-2 p.m. the last of the year. Info, (925) 313-0942.

**Oct. 9-10** — 18th Annual Northern California Women's

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53' J/160, '00, <i>Novakane</i> .....	\$619,000	40' Avance, '85, <i>Caribou*</i> .....	\$119,000	34' D-Class Catamaran, <i>Rocket 88</i> .....	\$38,000
52' Santa Cruz, '00, <i>Isis</i> .....	\$520,000	39' Schumacher, '96, <i>Recidivist</i> .....	\$129,000	34' MJM 34z, '05* .....	\$365,000
52' Santa Cruz, '99, <i>Renegade</i> .....	\$595,000	36' J/109, '03* .....	\$189,000	34' Olson-Ericson, '89* .....	SOLD
52' Santa Cruz, '98, <i>Hula</i> .....	\$495,000	36' Islander 36, '72, <i>Absolute</i> .....	\$45,000	33' J/100, Hull #9, '05 .....	\$106,000
52' TransPac with IRC mods, '03, <i>Braveheart*</i> .....	\$499,000	35' J/105, '92, Hull #44, <i>Orion</i> .....	\$75,000	33' Frers Carroll Marine .....	SOLD
48' J/145, Hull #9, '03* .....	\$675,000	35' J/105, '95, Hull #103, <i>Aquavit</i> .....	SOLD	32' J/32, '02, <i>Tango</i> .....	\$119,000
48' 1D48, '96, <i>Cal Maritime</i> .....	Reduced \$99,000	35' J/105, '99, <i>Life Is Good*</i> .....	\$83,000	32' J/32, '97, in Alaska .....	SOLD
47' Valiant, '81, <i>Sunchase</i> .....	\$125,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....	\$109,000	32' Catalina 320* .....	\$61,000
44' Kernan, <i>Wasabi</i> .....	\$429,000	35' J/105, '00, Hull #343, <i>Nirvana</i> .....	New Listing \$109,000	30' Knarr, '80 .....	\$30,000
44' J/44, '93, <i>Halcyon Days*</i> .....	\$285,000	35' J/105, '01, Hull #469, <i>Streaker</i> .....	\$115,000	29' MJM 29z, '07* .....	\$269,000
42' Custom Wylie, <i>Scorpio</i> .....	\$169,000	35' J/105, '04, Hull #634, <i>Flying Dutchman</i> .....	New Listing \$124,900	28' Alerion Express, '06* .....	\$99,000
42' Beneteau First .....	\$89,000	35' J/35, '84, <i>The Boss*</i> .....	\$39,900	26' J/80, '83, <i>Idaho</i> .....	SOLD
41' J/124, '07, <i>Fortuna</i> .....	Pending \$279,000	35' 1D35, '00, <i>Sweet Sensation</i> .....	\$69,000	26' Aquapro Raider, '02 .....	\$59,000
40' J/122, '07, <i>TKO</i> .....	Reduced \$429,000				

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# CALENDAR

Sailing Seminar at Island YC. Info, [www.iyc.org/wss.htm](http://www.iyc.org/wss.htm).

**Oct. 16** — Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 16** — GPS for Mariners by USCGA Flotilla 17 on Yerba Buena, 8:30 a.m.-5 p.m. \$55. Info, [FSO-PE@flotilla17.org](mailto:FSO-PE@flotilla17.org).

**Oct. 25** — Baja Ha-Ha XVII Cruisers Rally starts from San Diego! Info, [www.baja-haha.com](http://www.baja-haha.com).

## Racing

**Sept. 3** — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, [www.windjammersrace.org](http://www.windjammersrace.org).

**Sept. 4** — 22nd Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**Sept. 4** — Singlehanded #4/Commodore's Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 4-5** — BAYS #5 at TYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Sept. 4-5** — SF Perpetual Challenge. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Sept. 4-5** — Port to Port Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Sept. 5** — 19th Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 10-12** — Express 27 Nat'l's. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 11** — YRA-OYRA Southern Cross (Ocean). YRA, [www.yra.org](http://www.yra.org).

**Sept. 11** — Tornberg Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Sept. 11** — Laser Championships. TahoeYC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 11** — North Bay Challenge #6. VYC, [www.vyc.org](http://www.vyc.org).

**Sept. 11** — Spinner Island Race, an R-rated race from the Bay to a private island in the Delta. Info, [www.spinnerisland.com/news.html](http://www.spinnerisland.com/news.html)

**Sept. 11-12** — West Marine Fun Regatta for junior sailors. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 11-12** — Fall Classic, a Knarr, Bird, Folkboat & IOD invitational. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Sept. 12** — YRA Fall 3. SYC, [www.yra.org](http://www.yra.org).

**Sept. 12** — Fall Series #3 on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).



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**Sept. 16-19** — 46th Rolex Big Boat Series, the highlight of the local sailing season. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Sept. 18** — SSS Richmond/South Beach Race for single- and doublehanders. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Sept. 18** — Fall Series #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 18** — Fall Series #1. FLYC, [www.flyc.org](http://www.flyc.org).

**Sept. 20-26** — Melges 32 Worlds. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Sept. 23-26** — IOD NAs. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Sept. 24-26** — Catalina 34 SF Cup hosted by GGYC. Info, [www.c34.org/fleet1/index.htm](http://www.c34.org/fleet1/index.htm).

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# CALENDAR

**Sept. 24-26** — Catalina 25 & 30 Nationals hosted by Silver Gate YC in San Diego. Info, [www.catalina-capri-25s.com](http://www.catalina-capri-25s.com).

**September, 1980** — It Was Thirty Years ago, from the *Sightings* piece 'Even More Blasphemy':

Sometimes you find things where you don't expect to. For example, the best analysis of the America's Cup has not appeared in any sailing magazine, but in *The National Lampoon*. "The America's Cup is not now and never has been a public affair. Gentlemen, after all, do not pit their mistresses like Mexican flyweights in Madison Square Garden or deal off the TV rights to the contest."

Mostly the stuff in the *Lampoon* is pretty outrageous. In a recent interview, Editor PJ O'Rourke said that it was written for people who grew up on *MAD* but whose mothers no longer monitor what they read. Consequently, the *Poon's* staff feels little remorse at shooting through the Cup's hypocrisy: "What draws them [the challengers] back year after year? They know the chances of victory are slim. They know that the fruits of triumph are insignificant. They are even aware that the glory is fleeting and hardly equal to the agonies of the struggle. Why, then? Perhaps to get away from their wives."

Despite the nonsense of it all, authors Piers Ackerman and Ted Mann realize how important this business is to the New York YC. Consider the shame, for example, that will be heaped upon the Commodore of the club when the Cup is finally lost: "It is said there is a sealed vault within the depths of the Morgan Guaranty Trust in New York. The vault is said to contain a black book. There, in the spidery handwriting of the aged Commodore Vanderbilt, is writ the penalty for a commodore presiding when the Cup is lost. Rumor has it, the man's skin is to be stripped from his living body and stretched over the head of a ceremonial drum, to be beaten every evening before dinner at the club until the Cup is regained."

They've figured out the crew's dedication, too: ". . . the joy of sailing, the freedom from responsibility, and the thrill of competition are more important than a pension plan. You can't sail a desk or head a briefcase into the wind. Your desk would sink and you'd get fired . . ." That explains the dedication of the smart crewmembers. You'll have to buy the magazine to find out why the dummies do it.

Of course the best lampoons are those that most closely resemble the truth. But in the case of the America's Cup, sometimes the truth will suffice. In the early '70s, Ted Turner was saddled with a new Britton Chance-designed 12, *Mariner*, that had a severely chopped off stern and was a remarkable failure. Authors Ackerman and Mann quote Turner as complaining to Chance: "Shit, Brit. Even turds are pointed at both ends."

*The National Lampoon*, September 1980, 'We Cover the Waterfront' by Piers Ackerman and Ted Mann. We really enjoyed it, and think you might, too.

**Sept. 25, 1983** — *Australia II*, skippered by John Bertrand, came from behind in the 25th running of the America's Cup to win the oldest trophy in sports from the New York YC-sponsored *Liberty*, skippered by Dennis Connor, thus breaking the longest winning streak — 132 years — in sports. Presiding Commodore Bob Green was apparently spared Vanderbilt's revenge. Green passed away in 2006.

**Sept. 25** — YRA WBRA Mid-Bay. BVBC, [www.yra.org](http://www.yra.org).

**Sept. 25** — SBYRA Summer #6. Info, (650) 558-1549.

**Sept. 25** — Small Boat Summer Series #3. EYC, [www.encial.org](http://www.encial.org).

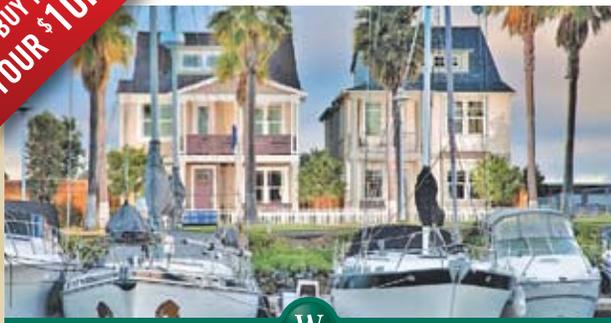
**Sept. 25-26** — YRA Season Closer 1 & 2/Crazy 8 Race. CYC, [www.yra.org](http://www.yra.org).

**Sept. 25-26** — Totally Dinghy Regatta. RYC, Info, (510)

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## CALENDAR

237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 25-26** — South Bay Classic Open. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Sept. 26** — IOD Masters Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Sept. 26** — Fall Series #2. FLYC, [www.flyc.org](http://www.flyc.org).

**Oct. 1-3** — Moore 24 Nationals in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 2-3** — Match Race Champs. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 2** — 30th Annual Women Skippers Regatta to benefit youth sailing. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org) or (415) 381-5475.

**Oct. 2** — Islander 36 Nationals hosted by GGYC. Info, [www.islander36.org/10race.html](http://www.islander36.org/10race.html).

**Oct. 2-3** — Leukemia Cup Regatta, PHRF and one-design racing to benefit the Leukemia and Lymphoma Society. Hosted by SFYC, featuring keynote speaker Russell Coutts of America's Cup fame. Info, [www.leukemiacup.org/SF](http://www.leukemiacup.org/SF).

**Oct. 3** — El Toro Stampede. RYC, [www.eltoroyra.org](http://www.eltoroyra.org).

**Oct. 3** — YRA-OYRA Jr Waterhouse. RYC, [www.yra.org](http://www.yra.org).

**Oct. 3** — Chowder Series #1. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 9-10** — Belvedere Cup. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Oct. 16-17** — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Oct. 16-17** — Jessica Cup, fleet racing for big woodies. StFYC, [www.stfyf.com](http://www.stfyf.com).

### Remaining Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 9/3. Info, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness Fall: 9/6, 9/20, 9/27 (make-up). Arjan Bok, (415) 864-4334 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights through 9/9-9/30. Grant Harless, (510) 245-3231 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night through 9/24. Bobbi, (925) 939-9885 or [bobbi\\_john@jfcba.com](mailto:bobbi_john@jfcba.com).

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

**CORINTHIAN YC** — Every Friday night through 9/3. Donal Botkin, (415) 497-5411 or [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night through 10/27. Torin Knorr, (650) 863-2570 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Summer Twilight Series: 9/17. Victor, (510) 708-0675 or [rearcommadore@encinal.org](mailto:rearcommadore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night through 9/22. Info, [www.flyc.org](http://www.flyc.org).

**ISLAND YC** — Friday Summer Island Nights: 9/10, 9/24. John New, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/13. Pete Russell, (775) 721-0499.

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 9/29. Ray Ward, (831) 659-2401.

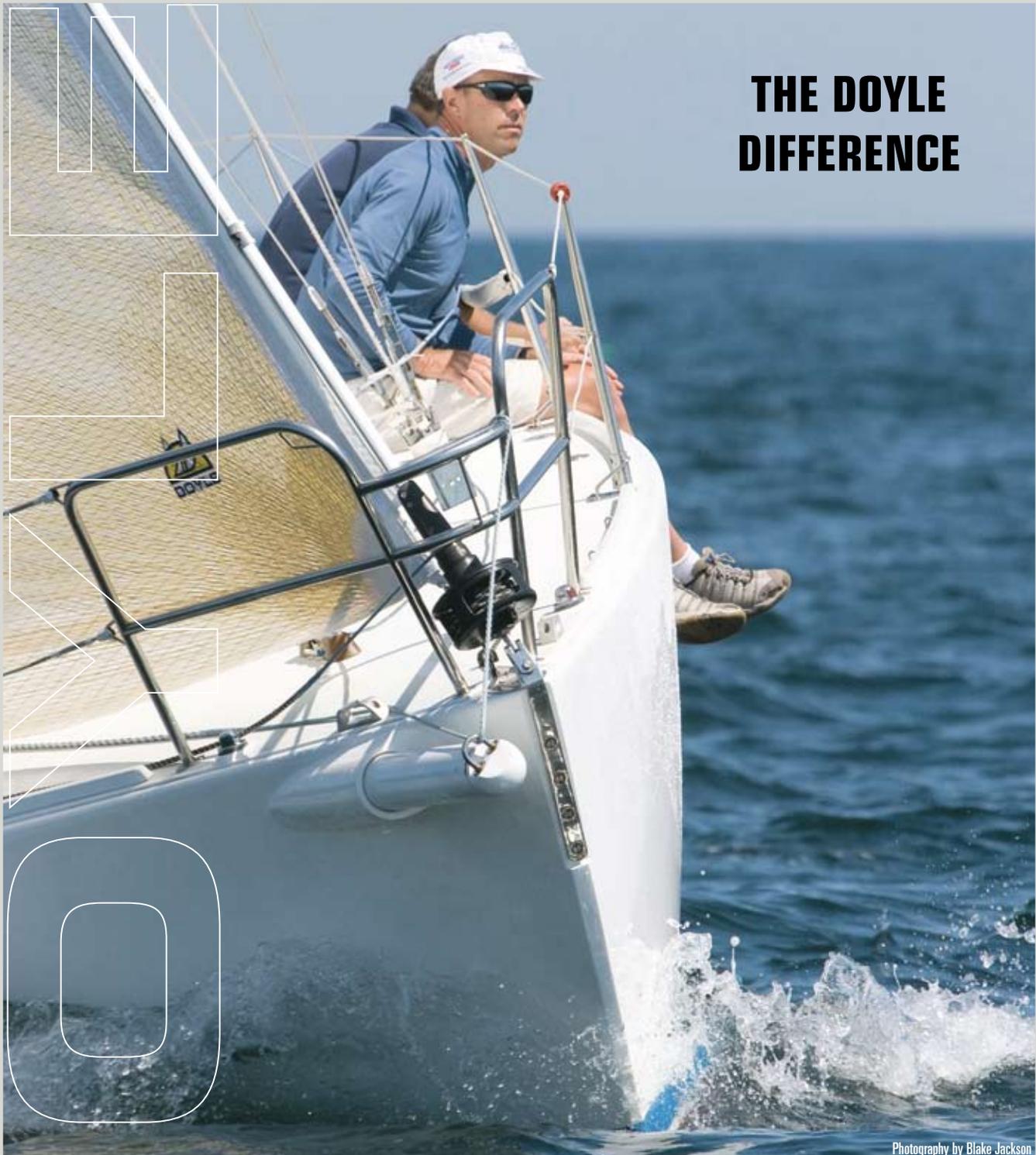
**OAKLAND YC** — Sweet 16 Series, every Wednesday night through 9/15. John Tuma, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 9/1, 9/15, 9/22, 9/29. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Thursday Night Kiting Series: 9/6, 9/23. Friday Night Windsurfing Series: 9/10, 9/24. John Craig, (415) 563-6363 or [racemgr@stfyf.com](mailto:racemgr@stfyf.com).

**SANTA CRUZ YC** — Wet Wednesdays through 11/3. Greg Haws, (831) 425-0690 or [greg@scyc.org](mailto:greg@scyc.org).

**SAUSALITO YC** — Tuesday Night Summer Sunset Series:



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## CALENDAR

9/7, 9/21. John, (415) 509-8381 or [race@syconline.org](mailto:race@syconline.org).

**SEQUOIA YC** — Every Wednesday night through 10/13. Steve Holmstrom, (650) 400-8584 or [steve@toothvet.info](mailto:steve@toothvet.info).

**SHORELINE LAKE AQUATIC CENTER** — Catalina 14.2 racing every Thursday night during Daylight Saving Time. Laser racing every Wednesday night, May-October. John Stedman, (650) 940-9948 or (650) 965-7474.

**TAHOE YC** — Wednesday Night Beer Can Series through 9/1. Monday Night Laser Series through 8/30. Darren Kramer, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Friday Nights: 9/10. Ian Matthew, (415) 883-6339 or [ian.matthew@comcast.net](mailto:ian.matthew@comcast.net).

**VALLEJO YC** — Every Wednesday night through 9/29. Gordon, (530) 622-8761 or [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

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.

### September Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
9/04Sat	0240/0.0	1003/4.6	1431/2.9	2036/6.2
9/05Sun	0330/-0.3	1039/4.9	1528/2.4	2137/6.4
9/06Mon	0415/-0.4	1114/5.3	1620/1.8	2234/6.5
9/11Sat	0220/5.4	0744/1.4	1415/6.5	2037/-0.1
9/12Sun	0324/4.9	0830/2.0	1459/6.4	2137/0.0
9/18Sat	0301/0.4	1009/4.9	1514/2.5	2106/5.5
9/19Sun	0344/0.5	1042/5.1	1559/2.2	2157/5.5
9/25Sat	0127/4.8	0645/1.9	1305/5.7	1926/0.5
9/26Sun	0213/4.6	0716/2.3	1335/5.7	2005/0.4

### September Weekend Currents

date/day	slack	max	slack	max
9/04Sat	1124 2228	0047/4.1E 1332/1.9E	0458 1648	0805/3.1F 1940/2.4F
9/05Sun	1209 2331	0148/4.5E 1429/2.5E	0550 1747	0855/3.6F 2039/2.9F
9/06Mon	1250	0244/4.9E 1520/3.2E	0637 1839	0938/4.0F 2134/3.5F
9/11Sat	1009 2255	0059/4.3F 1302/3.5F	0414 1559	0648/3.6E 1907/5.1E
9/12Sun	1055 2354	0154/3.9F 1348/3.0F	0513 1642	0737/3.0E 1956/4.8E
9/18Sat	1126 2250	0121/3.4E 1437/2.0E	0514 1721	0830/3.0F 2018/2.2F
9/19Sun	1205 2343	0217/3.5E 1509/2.3E	0600 1808	0912/3.1F 2106/2.5F
9/25Sat	0913 2150	0008/3.2F 1206/2.7F	0322 1459	0554/3.0E 1808/4.2E
9/26Sun	0940 2230	0046/3.1F 1240/2.5F	0406 1527	0633/2.7E 1848/4.2E

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*s/v Jonathan*

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## LETTERS

### ↑↓ HEADS UP — NO TOILET PAPER IN THE TOILET!

I've done two charters in my life. The first was a 10-day charter several years ago in the British Virgins aboard a '30s vintage 74-ft custom sloop. There were three couples in our group, and it was a great experience.

I just returned from my second charter, this one a week-long charter aboard a 36-ft early '80s production sloop in the tropics. It was just me and the captain, as I was checking out this particular model of boat for possible purchase of a sistership in California, and more importantly, to get a taste of the cruising life to see if the reality matched up with my life-long dreams about it.

The most recent charter was also an experience, but one I hope to never repeat because of toilet and bathing issues. If the head procedures followed on the 36-footer are *de riguer* on all small- to medium-sized cruising boats because of the pragmatic need to avoid clogging heads, then my cruising dream has taken a fatal hit. I'm referring to the practice of never putting toilet paper in the head, but rather dropping the soiled sheets in a plastic bag for later disposal ashore.

As I said, this is apparently done because of the fear of clogging the head — and the even greater fear of having to take the odiferous toilet and hoses apart to unclog it.

I learned that the captain of the boat I chartered was not alone in this policy. The crews of a Lagoon 440 catamaran and an Out Island 44 with whom we shared an anchorage said

they followed the same procedure. Does everyone do this? Is this the procedure on *Prof igate*?



LATITUDE / RICHARD

**Aboard 'Prof igate', TP goes into the lined waste basket, not the head**

Aren't there marine heads for small boats with macerators capable of doing the job, while eliminating the fear of almost certain clogging that mandates the paper not be flushed down the toilet but be placed in a plastic bag? Are electric/vacuum heads a solution? Is there some other solution? By the way, on the previous charter we flushed paper down the toilet.

The second issue was not being allowed to use the shower below "because it causes mildew."

As a result, bathing consisted of jumping overboard to bathe in saltwater, followed by rinsing off on deck with a pail of fresh water. I know some cruisers use solar showers with sun-heated plastic bags of fresh water to create a makeshift cockpit or transom shower, but the boat I chartered offered neither, and the result was that I didn't bathe that much.

As a result of the policies regarding the heads and showering, it felt like camping, something I can't accept as a continual lifestyle. I might be able to handle the second procedure with a topside shower solution, but I suspect my female crew would not. A separate shower stall in the head has always been a 'biggie' in our boat selection priorities, but if it's never used, what's the point?

But the toilet paper in the bag trick — yuck! — is unacceptable to both of us. This is a deal-breaker that could scuttle my plan to finally buy a boat and go cruising.

Can you please take the time to shed light on these subjects that, in the many years of reading your fine magazine, I have never seen addressed? I suspect other potential cruisers are similarly curious.

P.S. Please withhold my name so the recent captain will



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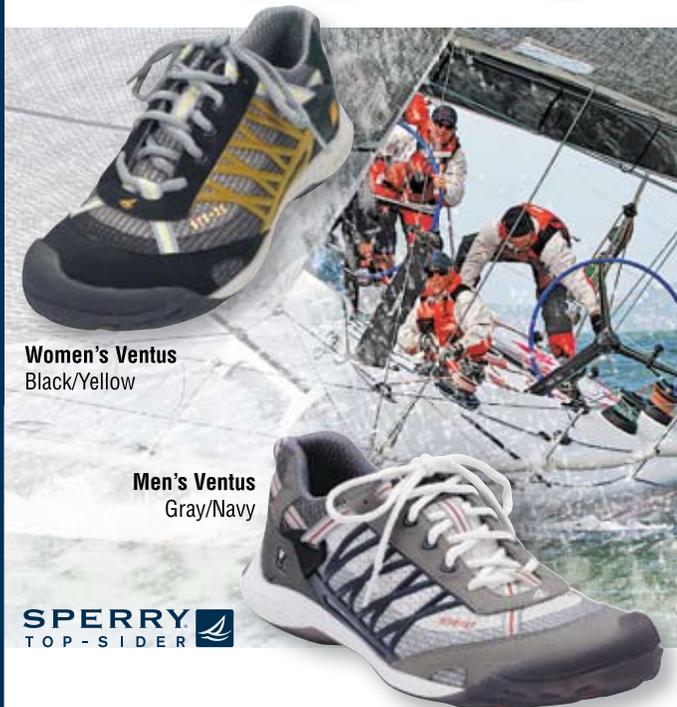
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## LETTERS

not identify with this article if it is published.

Anonymous  
Planet Earth

*Anonymous — Great question.*

*Doña de Mallorca, who is in charge of all domestic issues aboard Profligate, does not permit any toilet paper to be put into any of the four heads. Anybody who violates this rule is thrown overboard and left to fend for themselves. The publisher of this magazine, who is in charge of sailing aboard Profligate, doesn't have a problem with it. Those are the rules we follow when it's just the two of us aboard, so we expect everyone else to follow them.*

*We follow the same rules aboard the publisher's Leopard 45 catamaran 'ti Profligate that is in a yacht management program in the British Virgin Islands. We're not sure where the yacht management company tells charterers to put their paper, but we do know that they charge a minimum of \$125 to unclog a blocked head.*

*Not all boatowners follow our policy. And if you only put what you've eaten into the head, flush properly — which we think is 25 strokes — and put oil and vinegar in the heads regularly, you should never have a problem. You can also get macerators, electric toilets, and toilets that use fresh water to make your bathroom experience more pleasing. Mind you, just because a head has a macerator or is electric doesn't mean it's foolproof. If you want foolproof, put a garbage disposal in line ahead of the macerator.*

*The approach to heads is usually a philosophical one. There are cruisers who are willing to spend big money, use lots of electricity, and expose themselves to lots of repair work to try to sanitize the onboard toilet experience. Then there are those, like us, who believe in simple boats, and who would rather sail than do maintenance. To each their own.*

*That said, anyone who has traveled much in the Second or Third World is familiar with the policy of putting toilet paper in plastic bags — even in some relatively nice hotels — because the local sewer systems and/or septic tanks can't handle the globs of toilet paper and other junk people toss into toilets. But what is more "yucky" about dropping a wad of toilet paper into a plastic bag than into a toilet? Sure, it's different from what is customary in the States, but it quickly seems customary to do it the other way, too.*

*To be honest, if something as minor as that makes you and your significant other squeamish, there are even more unpleasant things you need to consider about cruising. If there are to*



LATITUDE / RICHARD

*be two of you on a 36-ft boat, there is no way that all your body functions aren't going to soon be well known to each other. We're talking burping, farting, and smelly and/or noisy bowel movements. Polite sailing society ameliorates these things as much as possible, but they can't be eliminated entirely.*

*As for taking a shower inside a boat in the tropics, that's about the weirdest idea we've ever heard of. In four years, we've spent over 200 days aboard 'ti Profligate, and have*

*As for taking a shower inside a boat in the tropics, that's about the weirdest idea we've ever heard of. In four years, we've spent over 200 days aboard 'ti Profligate, and have*



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## LETTERS

never once even considered using one of the four inside showers. When we're on 'ti Profligate, we swim between two and eight times a day. After what we think is going to be the last swim of the day, we wash our hair and rinse with freshwater on the back platform with the outside shower. Talk about your great sensual experiences! It would be incomprehensible to us to take a shower inside the boat, where there isn't much room, and where everything would quickly get as damp and humid as New York City in the summer — at which time we'd want to take another shower. Why do they put showers on boats? We don't know. Profligate has only one, and it's only been used twice.

In a related matter, towels are a horror on a boat, particularly when you're swimming multiple times a day in the tropics and need to dry off several times a day. After all, regular towels re-



LATITUDE / RICHARD

**If you're going to be showering often while cruising, a compact, quick-drying hi-tech 'Swimmer's Sponge' is way better than a traditional towel.**

tain moisture, take forever to dry, and if they don't get good ventilation, quickly begin to stink. Furthermore, it usually costs a small fortune to get towels washed and dried in the tropics. As a

result, we either sun dry ourselves or use a little chamois-like swimmer's towel, which dries quickly and is compact. Real towels do feel great, however, so once a week, when we want a real treat, we break down and use one of those.

That's the way we do things on Profligate and 'ti Profligate. We're sure other boatowners and cruisers do them differently, so we and Anonymous welcome all feedback.

### ↑↓ ADHD KIDS DON'T LEARN WELL IN CLASSROOMS

I'm writing in response to Christine, the woman who wrote in last month to say that her husband, with whom she has done extensive cruising, feels they need to sell their Catana 43 cat because they have two children, one with ADHD and one with dyslexia.

I have worked with special education children for about 30 years, and I suggest that you don't sell the boat. You have a perfect learning opportunity for your ADHD child. These kids hate, absolutely hate, sitting still in a classroom. We have to make time in the classroom to let them move around. For the most part, these kids learn quickly and well. They just need lots more movement and hands-on learning. They are not well-suited to a classroom environment.

I don't have a lot of experience with dyslexic children, but there is loads of information on the web. I would contact a specialist in this area, and get the child on a home schooling schedule with the guidance of the specialist. It's not rocket science; just fit the teaching environment to the child's needs. As a parent/teacher you will know what the needs are as you work with him. If he responds well to a technique, keep going. Throw out what doesn't work.

My view is that these kids have a great opportunity to avoid the classroom and really learn in a stimulating and active environment. They will be fine, and maybe even better than

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## LETTERS

many kids enduring the classroom.  
 Good luck and keep sailing.

Lisa Donovan  
*Love In Vane*, Golden Gate 30  
 Channel Islands

### ↑↓ **MY FINGER LOST A DISPUTE WITH THE WINDLASS**

Yes, I want to be a member of the Missing Digit Club. I paid my dues in '07 when we re-anchored late one night at Isla Partida as a Coromuel wind had come up. I lost the top part of my right ring finger after it got into a dispute with the winch and chain. Steve Bondelid is right; crushed or ripped off digits bleed like a tap!

The hospital in La Paz did a nice job trying to stitch it all together the next day, but as it had been completely smashed, it had to be removed. The cost? A mind-numbing \$100.

The loss in no way detracted from the great times we had on the '06 Ha-Ha and during the rest of the winter in Mexico!.

Anneke Dury  
*M/V Paramour* (formerly *Freedom*), Offshore 54  
 Monte Sereno

### ↑↓ **"SHARK ATTACK, SWAB!"**

I would like to formally submit my application to *Latitude's* Missing Digit Club. I lost my left middle finger two years ago on September 19 — which just happened to be 'Talk Like A Pirate Day'. I lost the finger while using a table saw to make custom furniture. Of course I'd removed all the blade guards.

After an exciting experiment with reattaching what was left of the hobbit-like appendage — while the medical staff constantly reassured me that I was in "good hands" — we embraced the inevitable and succumbed to the stumpification of my most useful digit for driving in California.

The loss of a digit hasn't slowed me down one bit. Since recovering from the accident, I've gotten my captain's license,



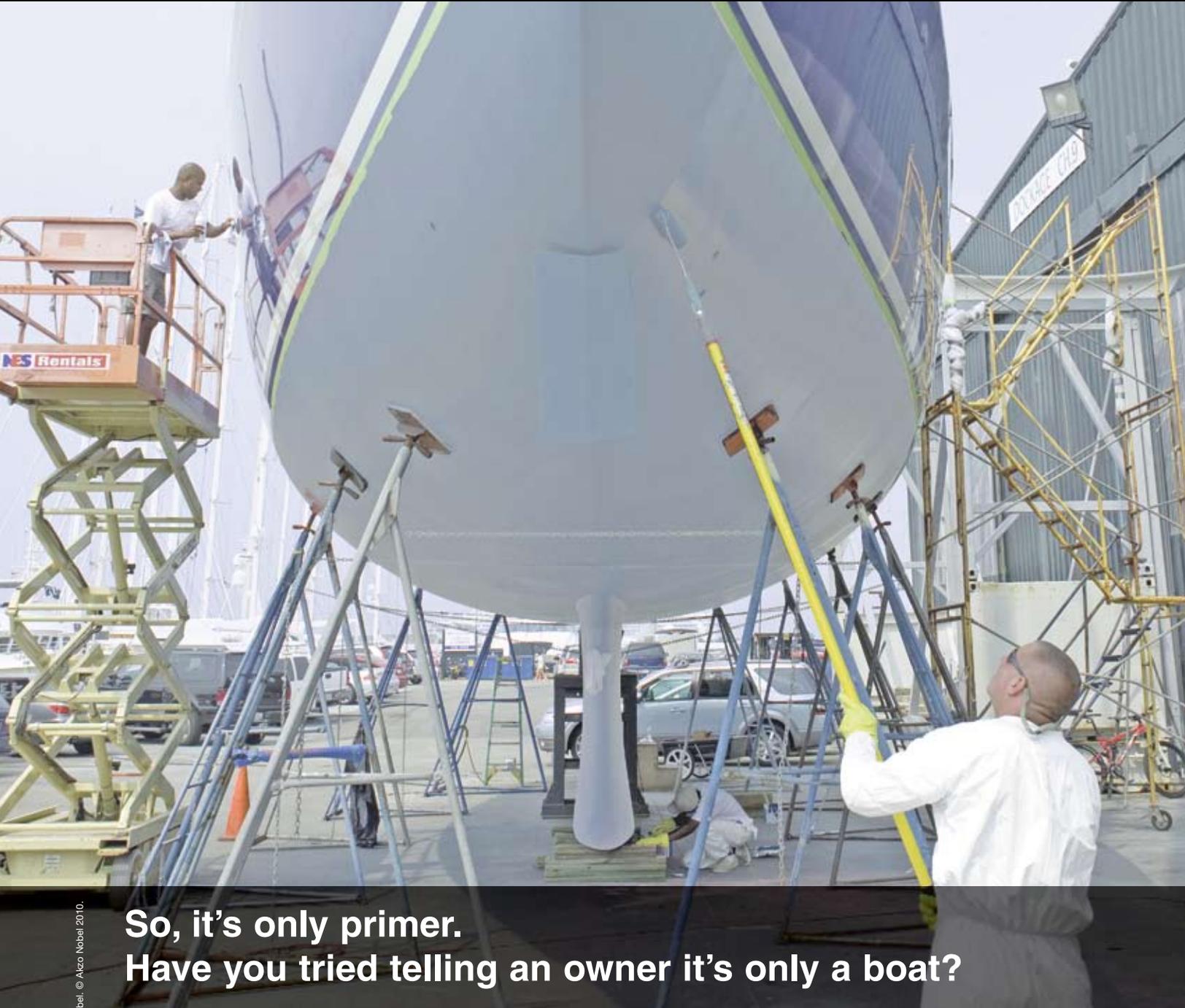
COURTESY CLUB NAUTIQUE

*Though Chris may not be able to give the California highway salute with his left hand, the missing digit hasn't hampered his sailing ability.*

passed several sailing instructor certification levels from both the American Sailing Association and US Sailing, teach at one of the largest offshore passage-making schools in the country, am the fleet manager for a fractional ownership sailing company, run a charter service in the Caribbean, and I have had my splicing certified by New England Ropes while working in the Rigging Shop at West Marine in Alameda.

Indeed, rather than having been slowed down by the loss of my finger, it's given me more appreciation of what one can accomplish — even if faced with a little adversity. I'm even looking into helping with the Challenged America project for the next TransPac.

I'm back up to 90%, which is still an 'A' in my book. I will tell you, however, that hearing Skip & Co. sing "You Can't Be a Pirate With All of Your Parts" on Thursday nights at Quinn's Lighthouse has helped me through some tough times. I still wear 10-fingered sailing gloves while teaching. When demonstrating proper line/winch-management skills, I often whip

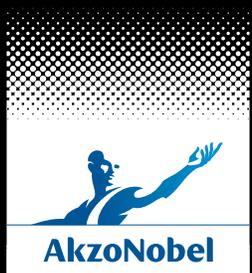


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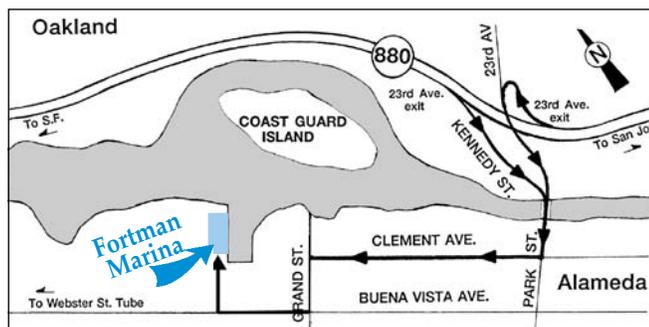


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## LETTERS

off the glove to really drive the point of safety home to my students. When asked how I lost the digit, I always respond with a, "Shark attack, swab." They all say, "Cool!"

Captain Chris Larsen  
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*Capt. Chris — We've always marveled how some people get a hangnail and want to retire on full lifetime government disability, while others — and oftentimes they are sailors — blow right by even serious injuries.*

*We saw a most extreme example of the latter when we first started kicking around the Caribbean in the mid-'80s, and were anchored next to a lovely 70-ft aluminum sloop being singlehanded by a one-armed French guy named Gerard. He later told us that he'd been building the boat himself when, after he'd completed the basic hull and much of the exterior, a shifting of the boat on the blocks crushed his arm. Not to be denied, this remarkable individual did a beautiful job of finishing the interior of his massive boat by himself with just one arm! And no, we have no idea how he did it. He then singlehanded the boat across to the Caribbean, and with the addition of one or two crew, did group term charters.*

*We find one of the most disturbing things about the United States is how all levels of our government seem so eager to encourage people to wallow in self-pity rather than achieving all they can. The loss to society is bad enough, but it's an even worse loss for the individual.*

### ↑↓ **RUNNING ISN'T ONE OF A WYLIECAT'S WARTS**

I enjoyed *Latitude* Racing Editor Rob Grant's coverage of the '10 Pacific Cup, and congratulate my friend Pat Broderick and his crew on the Wyliecat 30 *Nancy* for taking Division A honors. But one statement in the article needs correction: "With its unbalanced sailplan, the Wyliecat becomes a



LATITUDE / JOHN A.

**'Nancy' on her way out of the Gate to a Division A win in the '10 Pacific Cup.**

handful while running." Like the misconception 'catboats don't point', this is even further from the truth. In my 15 years of sailing a Wyliecat, I've found just the opposite to be true. Downwind stability is one of the strong points of the design. The main-sail has a foot of 20 feet, and while running, particularly in winds exceeding 20 knots, you need to steer 45 to 60 degrees by the lee in order to get the wind behind it and across on a jibe. Unintentional jibes just don't happen unless the helmsman nods off or just isn't paying attention.

Like all sailboats, the Wyliecat has its warts, but running in a breeze is not one of them.

Steve Wonner  
Wyliecat 30, *Uno*  
Alameda

### ↑↓ **THE LEGEND OF IMP**

On page 72 of the August issue you recommended *The*



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## Upcoming Events

**September 6 (Labor Day)** - Club Sail (10am - 4pm), BBQ @ 3:30pm

**September 11** - Farallones Day Trip (8am - 8pm)

**September 16** - Stan Lander talks Race Rules @ West Marine, San Carlos

**September 25** - Full Moon Hike, Tennessee Valley (6 - 10pm) FREE!

**September 25** - Night Sailing Clinic (6 - 10pm)

**October 2 - 3** - MSC Race Team Participates in Leukemia Cup

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## LETTERS

*Legend of Imp*, a new book by Bill Barton. Where can I buy the book?

Lloyd Bacon  
Friday Harbor, WA

*Lloyd — Our apologies to you and Bill for not including that important information. You can order The Legend of Imp from [www.implegend.com](http://www.implegend.com).*

*At the start of our review of The Legend of Imp, we mentioned that a history of Bill Lee's historic 67-ft ultralight sled Merlin and all the other ultralights out of Santa Cruz still needs to be written. If we may be so bold, we nominate Kimball Livingston for the job. How about it, Kimball?*

### ↑↓ **THOSE WERE THE GOOD OL' DAYS**

I was lounging in my bunk aboard the good ship *Punk Dolphin* in Drakes Bay the other day when I began to reflect on the past. Specifically, I began to go over fond memories of the Pacific Cups and TransPacs that I've done. While I did so, the mental tapes played visuals of the hardships endured in the 'old days' of yacht racing.

For example, I remembered that when I was swinging a sextant — long before the days of GPS — I would observe how each driver would drive, and what course they claimed to be steering, so I could determine what factor I would insert into the 'course made good' equation in an effort to plot an accurate DR. I then flashed to the modern racing boats and the new electronics, and wondered how much difference any of that makes. I have no idea . . . but it did lead to the point of this email.

For the 2012 Pacific Cup, I suggest that an analog rating break of 3 to 6 seconds a mile be given to boats that are navigated under the old rules of the TransPac. In other words, the only electronics you're allowed are speed, windspeed and direction, depth, SSB and dedicated weatherfax. Period. You navigate by celestial, with no GPS or SatNav or anything else. Entries in the Pacific Cup could then decide whether they wanted to make a full-blown moneybags effort with all the electronic toys, or gut it out the old way and get a few seconds per mile break for doing it.

I think a system such as this would help those of us without the money to compete against all the boats with the expensive routing and onboard electronic gizmos that keep a crewmember occupied looking for wind patterns downloaded from the GRIB files. Instead of keeping an eye on the polars and the GRIBs, boats like mine would need the analog version — a skilled sailor who could drive by intuition and navigate by the heavens.

Personally speaking, I would be more likely to enter a race that encourages this — because I miss it! What I always loved about the trek to Hawaii was the challenge of using my skills as a sailor and navigator. In recent years, those skills have been put on the shelf and replaced with computers. As a result, I find that going to sea is not as challenging because you can often 'buy' your way into the winner's circle.

Years ago, when I was on the board of directors that started the Pacific Cup — along with the likes of Jake van Heeckeren, Gary Clifford, and Bobbi Tosse — we wanted the Pacific Cup to be the 'Fun Race To Hawaii'. I think my idea would be consistent with the original intent of the race.

Jonathan Livingston  
*Punk Dolphin*, Wylie 38  
Pt. Richmond

*Birdman — If you're running 'mental tapes' of old Hawaii*

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## LETTERS

races through your mind, you really are an old fart — one who is overdue in joining the digital age.

We understand your wanting to get away from money wars, crews being blinded by electronics, and computers replacing brains and intuition. But our suggestion would be to create a separate division of boats, rather than give these boats a handicap allowance. And rather than doing away with modern electronics entirely, allow just one weather report and two GPS positions a day. Even if this were just done on the honor system, we think it would create a lot more of the old-time challenge and experience. The idea of doing away with GPS entirely seems over the top, particularly on races to Hawaii, when crews often don't see the sun and the stars until just a day or two from Hawaii.

Anybody else have other suggestions?

### ↑↓ HAPPY BIRTHDAY, DEAR COAST GUARD

I'm writing this on August 4, which is the day the U.S. Coast Guard turned 200 years old. I hope to see something in *Latitude* about the service that does more for your tax dollars than any other government entity.

Chris Karo, QM1, USCG, Ret.  
Planet Earth

Chris — Happy birthday to the U.S. Coast Guard!

We have unlimited respect and admiration for the men and women who have worked and now work in Coast Guard Search and Rescue, particularly those who repeatedly put their lives on the line to save the lives of others. They are true heroes.

As for your claim that the Coast Guard does "more for your tax dollars than any other government agency," we're not quite sure how to evaluate such a claim. The Coast Guard was part of the Department of the Treasury until '67, when it became part of



COURTESY USCG

**Homeland Security may be a complete joke, but these folks are the best.**

the newly formed Department of Transportation until '02, when it became part of Homeland Security. If you're trying to tell us that Homeland Security, as it operates today, is an intelligent or even halfway effective use of taxpayer dollars to secure our borders — LOL — we think you need a brain scan. As for the Coast Guard in particular, we have no firsthand knowledge, but those who have recently left the service tell us that, for all the great things it does, it's a typically bloated, wasteful and inefficient government operation.

Operating under the Treasury Department, then the Department of Transportation, and now Homeland Security, the Coast Guard has always gotten its marching order from the President and Congress — which, by the way, can also make the Coast Guard part of the U.S. Navy by saying the government equivalent of 'abracadabra'. Unfortunately, Washington has sometimes given the Coast Guard idiotic marching orders.

For example, who can forget the infamous Zero Tolerance — or as we called it, 'Zero Intelligence' — policy that was implemented by the Coast Guard starting on March 21, 1988? Within a two-month period, the Coast Guard had seized 27 boats for

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## LETTERS

having even the smallest amounts of marijuana aboard. This included the \$2.5 million yacht *Ark Royal*, which was confiscated when 1/10th of an ounce of pot was found on the charter boat. During this exercise in the service of destroying its reputation as being 'the good guys', the Coast Guard would often board boats at the most dangerous times — such as out in the Potato Patch — rather than letting grandpa and grandma bring their boat into the more sheltered waters of the Bay. But as we said, this wasn't a mission of the Coast Guard's own making, but one dumped on them by the Feds in Washington.

While there have been cases of young Coasties being tragically reckless with their Coast Guard vessels — i.e. the recent case of an 8-year-old boy killed on San Diego Bay during the Christmas Parade — and sometimes becoming a little intoxicated with their authority during 'safety inspections', our experience with the Coast Guard has generally been very positive. Not only have they saved the lives of a number of good friends, but even when they assembled our entire crew on the bow of Big O at gunpoint, they were very professional about it.

### ↑↓ I CAN'T RECOMMEND IT, BUT I DON'T REGRET IT

You asked for feedback from people who have built boats from bare hulls. Having built our own boat, a Roberts Offshore 44 from steel, albeit from scratch, I have conflicting feelings. While I can certainly say that I don't recommend it, I also don't in the least regret having done it.

Did it take more time than I ever thought it would? Oh my, yes. And as *Latitude* wrote, the hull and the deck were the easy parts. I don't think building the boat was the cause of the divorce from my first wife, but it's likely that it didn't help either.

There are a number of positives derived from the boatbuilding experience. First, we ended up with a boat we could never have afforded to buy. In fact, I was absolutely astounded at the value the surveyor put on her.

In addition, just about every time we take her out for a sail, I will find myself sitting in quiet amazement, having a bit of trouble believing that I actually built it all myself.

We also got exactly what we wanted, which is a very strong, comfortable, powerful cruising boat. She was designed and built for two people to cruise long term, with additional room for one or two guests for passages or short visits. She was also detailed to meet our needs. I'm taller than most, and Rosey, my dear wife, is smaller than most. So for Rosey we've got handholds lower than on most boats, and for me we've got long enough bunks so that I can really stretch out. And that's just the beginning of the custom features.

How long do I think it would take someone like Eric and Jeanna, who wrote in last month, to complete their Freya 39 from a hull? It all depends on how fancy and complicated they want their boat to be. Do they want all the toys and conveniences and an interior that will take visitors' breath away, or would they be satisfied with something that looks as if it was put together by a stoned monkey? I know of 39-ft boats that were built in a couple of years, and I've known some that took 23 years. I'll let you guess which ones looked as though they were built by stoned monkeys.

By the way, Rosey and I are now living on a mooring in San Diego, and just love living 'out on the ball'. It's almost like cruising. It also helps keep us going while recovering from the economic tornado that hit us in '06 and '07. But come '12, we're out of here!

David Eberhard  
*Valkyrie*, Roberts Offshore 44  
Stockton



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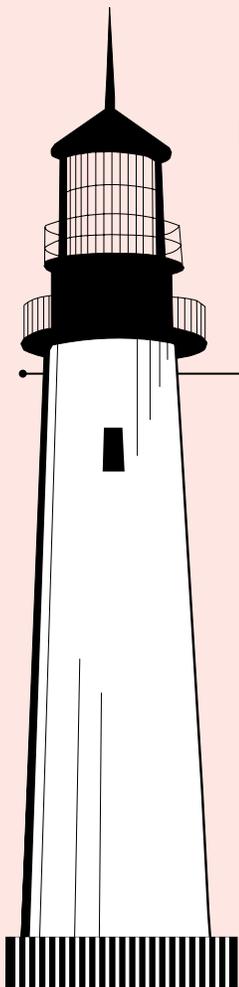
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- Ushuaia - S. Georgia - Buenos Aires . . . Jan 18 - Jan 28, 2011
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## LETTERS

*David — The only point where we might disagree is whether a long building time is necessarily indicative of a better boat. Some backyard builders create spectacular boats in a relatively short time, while others who take decades end up with lesser yachts. You never know.*

### ↑↓ I LOVE YOUR WORK

Thank you for your piece on Massachusetts Senator John Kerry's having his \$7 million, 76-ft boat built in New Zealand, then brought to Rhode Island where he wouldn't owe sales tax or personal property tax. I love *Latitude's* work.

Patrick Gilhooly  
Corpus Christi, TX

*Patrick — Thank you. Those who haven't read the piece can find it in July 26's 'Electronic Latitude, as well as in last month's Sightings.*

### ↑↓ INTERESTED AND ENTERTAINED

I wish we had a sailing rag as good as *Latitude* on the East Coast. Good report on Kerry and his boat. You guys always keep me interested and entertained.

Herbert Lance Mackey  
Blewtooth, Westerly Tiger 25  
Savannah, GA

*Herbert — We try our best. For the record, as a result of the avalanche of bad publicity, Senator Kerry backpedaled as fast as he could and paid the sales tax to Massachusetts.*

### ↑↓ HOW DOES A SENATOR SPELL TAX RELIEF?

The Kerry team claimed that his new boat was in Rhode Island to be engaged in the charter business. What happened to the Jones Act? Does the senator somehow get relief?

Peter Treleven  
Vineburg

*Peter — This is America, so you can forget any notions about U.S. Senators being treated more favorably than other citizens. That said, the real Jones Act was passed in 1916 and was all about giving the Philippines greater autonomy. The Merchant Marine Act was passed in 1920, but because it was first proposed by Senator Wesley L. Jones of Washington, it also became known as 'the Jones Act'.*



WEBB LOGG

**When the Senator ordered his boat and took delivery of her, he apparently forgot all the peeps he supposedly represents.**

*One of the main thrusts of the Merchant Marine/Jones Act was to restrict cabotage — a.k.a. coastal and domestic shipping and passenger traffic — to U.S. flagged ships that had been built in the United States and were crewed solely to protect union jobs on ships and in the shipbuilding industry, but at considerable expense to consumers. Many experts say the unintended consequence was that it created a fat and sloppy labor monopoly that quickly destroyed the U.S. shipping and shipbuilding industries — and with it all the union jobs it was meant to save. Sort of like the American car industry. It's unclear, however, if the United States could have remained competitive in shipping and shipbuilding anyway, given the much lower costs in other countries. Although consumers would benefit considerably by a repeal of the Jones Act,*

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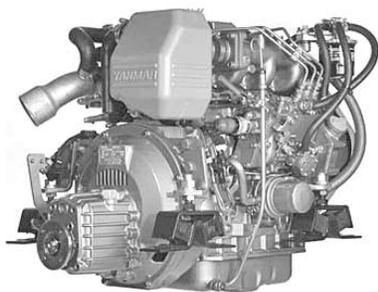
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## LETTERS

which no longer does that much for unions, recent attempts have failed because the Act has so much symbolism for the labor movement.

So how does Senator Kerry with his New Zealand-built boat get around the Jones Act that requires boats doing charters in the United States to be built in the United States and crewed by Americans? Well, this is where all the clever lawyers that rich people and elected officials can afford come in. There are four kinds of commercial charters: A voyage charter, a time charter, a bareboat charter, and a demise charter. Under a demise charter, the control and possession of the vessel are supposedly shifted from the owner of the vessel to the charterer, who supposedly takes full control of the vessel, including where it's going, along with the legal and financial responsibility. As a result, such charters are no longer subject to the Jones Act. But most demise charters are completely bogus — which is why we twice used the word 'supposedly'. If you think someone like Kerry would charter his brand new luxury boat not knowing where she was going to be being taken — Nigeria, anyone? — we've got a bridge to sell you. There is a lot of winking going on between the parties in these charters, although it's usually done by the brokers who represent them.

It's the same thing with foreign crew, who are usually favored by owners of big boats because they work for less and are often perceived to be more service-oriented than American crews. Since the charterer takes full control of the vessel in a demise charter, he theoretically can choose his own captain and crew. But if you think the Kerrys of the world are going to let a charterer pick his own captain, one who isn't even familiar with the complicated boat, we've got another bridge to sell you. So while it's not legal to say 'if you use my boat, you've gotta use my captain', that's also being conveyed in the winking between brokers.

The above is the most common way around the Jones Act, but there have been others, too. As always, it's all about money and politics creating perversions of normal business, which allow certain classes of people to do lucrative things that aren't available to the Average Joe.

### ↑↓WAYS TO CHEAT ON TAXES OR TO CREATE JOBS?

True, Kerry avoided taxes by taking delivery of his boat out-of-state in Rhode Island, where there is no sales tax on boats. But that's a drop in the ocean compared to the many millions in taxes that are not paid by yacht owners. To get the full story, see [www.seattlepi.com/local/198998\\_boats10.html](http://www.seattlepi.com/local/198998_boats10.html).

On the other hand, the maintenance required for a \$7 million yacht is going to put a lot of money back into the local economy and create more than a few jobs.

Rob Spakowski  
 Newport Beach

Rob — That Seattle Post-Intelligencer article by Eric Nadler, with help by P-I investigative reporter Phuong Cat Le, is superb. Posted in '04, it basically outlines how "several tax dodges, ranging from perfectly legal to dubious, are helping wealthy yacht owners keep their big pleasure boats on the water in Puget Sound and across the country." In fact, it, along with the rest of the series, is must reading for boatowners to make sure they are getting the most tax benefits from owning a boat.

The only fault we have with Nadler is his lack of context. His article makes it seem as if only owners of big yachts get big financial advantages, when in fact many of them are available to small boat owners, too — to say nothing of the much more numerous owners of RVs and real estate. Nadler also neglects to point out that the tax code — which is what, a couple of million paragraphs long? — is nothing but a laundry list of loopholes

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## LETTERS

for individuals, corporations, non-profits, unions, churches, industries, foreign countries, wineries, McDonalds — did we mention Wall St. and Big Oil? — and on and on and on.

There are hardly any operations, public or private, that are straightforward anymore. It's all loopholes, subsidies, bailouts, stimuli, sweetheart deals and outright gifts, with the result that it's almost impossible to tell the true cost of anything and the true profit of any enterprise. In fact, just the other day, one of the heads of the biggest homebuilders in the United States blasted the government for things like the recent \$10,000 tax credit for buying a house. While on the surface such a credit might seem as though it would help the struggling construction industry, this homebuilding expert said it does the opposite by distorting the true market. With so many economic perversions, few of which any legislators understand the ramifications of, is it any wonder the United States is now effectively owned by people who speak Mandarin?

### ↑↓ WHICH HAVE DONE WORSE?

In your 'Lectronic item about John Kerry not paying sales tax on his new boat, you also wrote, "Lest anybody think this is an anti-Democratic Party screed, it's not. We're fully aware that Republicans have done as bad, if not worse."

OK, I'll bite. Which Republicans have done worse? I'd really like to know! I'll bet it's a really short list!

Stuart Gregor  
 Solitude, Catalina 30  
 Stockton

### ↑↓ A POX ON THE BOTH OF THEM

It's four days later, and I'm still waiting for all the "worse" things Republicans have done. You may find one or two things, but nothing even close to the antics of these hypocritical, disgusting liberals! Rangel! Obama! Dodd! Pelosi! Clinton! Biden! And the list of lying morons just goes on! Good luck with finding the "worse" Republicans have done! I really think you should retract that stupid statement!

Stuart Gregor

Stuart — We didn't answer your first letter because we thought you were being facetious. Kerry wasn't guilty of doing anything illegal, just something that was politically very stupid. Sort of like in '98, when Congressman Patrick Kennedy, alleged Democratic champion of the poor, proposed a Republican-like 20% tax rebate for anybody who bought a yacht. If you honestly can't think of a Republican who has done as bad or worse than Kerry, take a second to Google it.

We believe in hard work, personal responsibility, self-sufficiency and thrift — which means we've been abandoned by both the Democratic and Republican parties. Sure, sometimes they pay lip service to such concepts, but their actions tell an entirely different story. The only difference we see between the two parties is that they are pimping for different special interest groups. A pox on the both of them.

### ↑↓ TAX AVOIDANCE IS A GLOBAL PASTTIME

I just returned from 10 days in Turkey prepping our next cruising boat, the Deerfoot 63 *Kailani*, for her passage back to the West Coast. Some readers may remember that Jennifer and I did a circumnavigation from '04 to '06 aboard our Sausalito-based Hans Christian 41 *Manu Kai*.

We bought the boat a year earlier than we'd planned since our work schedule is not quite wrapped up. Consequently, there will be no Med cruise this time around, but we hope to return when our daughter Sophie, now two, can better



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## LETTERS

appreciate the history. So I'll be delivering *Manu Kai* to the Caribbean for the winter months in two legs: Marmaris to Gibraltar and Gibraltar to somewhere in the Caribbean. I start from Marmaris in mid-September with assorted crew, mostly friends and family. Jen and Sophie will join me for the holidays, and we'll cruise up the Caribbean islands for a couple of months before taking on crew and heading off for Panama in April. We'll make the trip from Panama to Seattle in the month of May, haul the boat in Seattle, make some system changes, then spend the summer in British Columbia and Southeast Alaska.

Why we would go halfway around the world to buy a boat when there are a dozen boats for sale within a stone's throw of our front door in Sausalito is a story for another time. Any-



LATTITUDE / LADONNA

**Harley and Jennifer when they returned to the Bay in '06 after their circumnavigation.**

way, we are currently berthed in Yacht Marine in Marmaris, Turkey. While here, I have noticed there are a lot of U.S.-flagged sailboats showing a hailing port of Wilmington, Delaware. I further discovered that most of these boats are owned by residents of the European Union or Turks!

Apparently there is a segment of the European yachting population that finds the United States, or at least Delaware, to be a tax haven for boats. By forming a company in Delaware for under \$1,000, these people can escape the usurious VAT and other taxes imposed by the European Union or Turkey. They must pay an annual fee, but it is still a lot less expensive than succumbing to the local taxing authorities.

For our part, we will intentionally remain far from California waters until well after the anniversary of our purchase. After all, tax avoidance is a global past time.

Harley, Jennifer & Sophia Earl  
Kailani, Deerfoot 63  
Sausalito / Turkey

### ↑↓DONATING BASEBALL GEAR TO KIDS IN MEXICO

Having done the '07 Ha-Ha with our two boys, Kyle and Ryan, we know how wonderful all the kids are in Turtle Bay. Upon hearing that the Ha-Ha will be having a fun baseball game between the cruisers and the fishermen and local kids of Turtle Bay, my two boys are really excited to gather up all their outgrown baseball equipment and give it to the kids. We have shoes, pants, jerseys, gloves, bats, and so forth.

Debbie & Rich Farmer  
Oasis, Mariner 48  
San Diego

Debbie — *That's fabulous. Send whatever you can — the more balls, bats and gloves the better — to Baja Ha-Ha, c/o Gretha Record, West Marine, 1250 Rosecrans, San Diego, CA 92106. And gracias!*

### ↑↓"WE'LL GO WITH DOOR #2, MONTY"

I own an Ericson 35 that's located in San Carlos, Mexico, and I would like to get her back to San Diego without having to sail her down to Cabo and then do a Bash up the coast.

I called the folks in San Carlos for a quote on trucking the boat back, and it was over \$6,000. I thought that was

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## LETTERS

exorbitant. As such, I'm searching for other options.

I would love to sail my boat up to San Felipe and have her trucked the mere four hours to San Diego. Do you know if San Felipe has any infrastructure to assist in boat transportation? I'm thinking about a lift, a crane or transport truck. My boat weighs 16,000 lbs, so I think it could be pulled with a regular truck and an extra heavy duty trailer.

With all the boats that return from Mexico to Southern California, I would think there would be a better option than trucking from San Carlos. Or maybe I'm just a cheap wimp

Ed Tackabery

Little Waimea, Ericson 35  
San Diego

*You Cheap Wimp — Just kidding. Thrift is always good. Too bad it wasn't 150 years ago, because they used to bring boats to the north end of the Sea of Cortez, then up the Colorado River almost as far north as Las Vegas. But the casinos in Vegas use so much water in their fountains that the old waterway hasn't been navigable in a long time.*

*According to the Information Institute of San Felipe — whatever that might be — the only launch/retrieval facility is a typical launch ramp. Your Ericson 35 would be a little much for that. We also think you'd need a heavy-duty truck and heavy-duty trailer to tow 16,000 lbs. Then there's the problem with all the permits for driving in Mexico, crossing the border, and driving in the United States.*

*When all is said and done, we think you've got to either cough up the dough or do a Bash via Cabo. If you did the Bash in middle to late October, you'd have a warm Bash, and chances are that the winds wouldn't be too strong. You would, of course, have to keep an eye out for hurricanes.*

*Good luck!*

### ↑↓STICK WITH THE DIESEL

Although you gave Mark Dawson a good answer about the wisdom of taking the diesel out of a cruising boat and replacing it with a transom-mounted outboard, I thought I'd add my two cents' worth since I did just something similar on a Rawson 30 I owned and sailed to Mexico. I replaced the inboard because it was an old Palmer gas engine. If she had come with a diesel, I never would have changed it out.

Your answer about the main problem with a transom-mounted motor being cavitation of the prop in any kind of a seaway was quite correct. The 15-hp Yamaha I put on that boat worked just fine when the sea was calm, but it couldn't be used whenever there was any kind of a sea running, or for motor-sailing to windward — as those of us with slow sailing boats often have to do. The other problem with a transom-mounted outboard is trying to slow the boat with reverse thrust.

Dawson might also explain to his potential partner that if they replace the diesel with an outboard, they'd take a real hit in resale value. Even though putting an outboard on my boat made me a better sailor, I would strongly recommend keeping the diesel.

Steve Hersey  
SeaScape, Union 32  
Escondido / San Carlos, Mexico

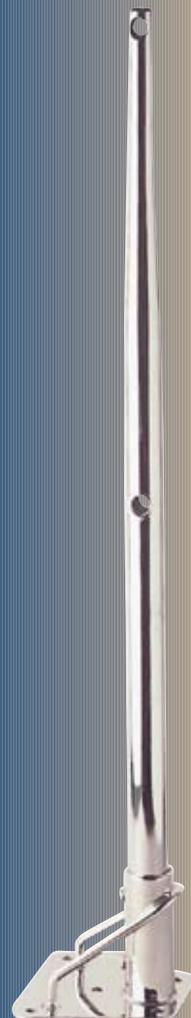
*Steve — Your two cents is much appreciated.*

### ↑↓AN ADDICT AND PROUD OF IT

In the last issue you wrote, "We wouldn't go sailing without our iPad." It makes me wonder why anyone bothered to go sailing in the pre-tech days. Could it be that they enjoyed

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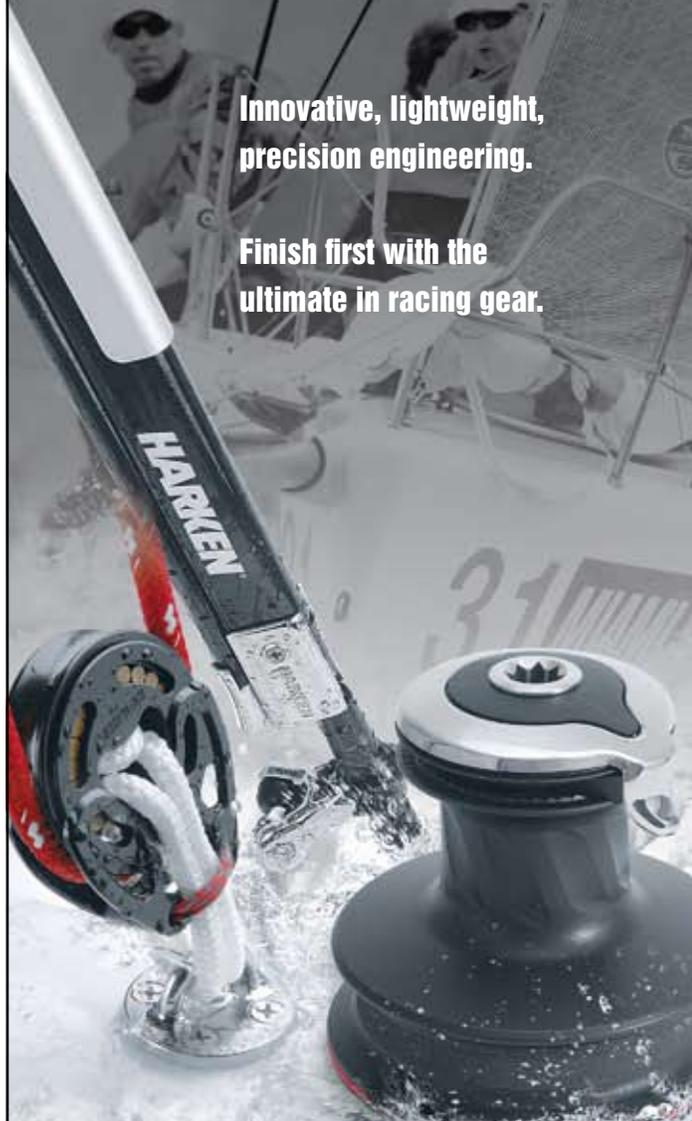
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## LETTERS

sailing rather than gadgeting?

Dick Schwartz  
Brown 31 tri  
Seattle

*Dick — Interesting point.*

*In our situation — and that of other sailors and cruisers we know — having things like iPads, modems and laptops means that we can now go sailing and be on our boat much more than we could have in the past. And given the choice of working in our office and working/living on our boat, we're almost always going to chose the latter. While there is always the danger of becoming addicted to electronic devices, just because you have one doesn't mean you have to use it.*

*By the way, it would've been more accurate if we'd written, "We wouldn't go sailing — or biking, motorcycling, or out to breakfast — without our iPad." We do all of those things, and when needed, have found the device to be extremely valuable because we lust for facts and information. We draw the line, however, at taking the iPad when we go snorkeling or surfing.*

### ⇅ DICEY DOCKWISE DEBOARDING

On July 1, I helped get the vessel *Estelle*, a 50-ft ferro ketch, get aboard a Dockwise transport vessel in La Paz for the passage to what was supposed to have been Florida, but ultimately turned out to be the Bahamas. Although the Dockwise ship was old and in obvious need of repair, the loading went well. What didn't go as well was the way the crews of the vessels that had been loaded had to get off the Dockwise ship. An extension ladder was lowered from the ship's deck, and because there was no support at the top, two Dockwise crewmembers



AL WINN

**Deboarding this Dockwise ship would be tricky for anyone, but especially for older folks.**

had to hold the ladder while we climbed up to a 12-inch wide catwalk. Next, in mildly choppy conditions, a shore boat that was supposed to take us back to shore, tried several times to come alongside the ship's boarding ladder — which had no platform at the bottom. The ship's boarding ladder was finally positioned about two feet above the bouncing bow of the shore boat, at which point the people from the yachts were expected to jump aboard the pitching vessel. Many of us cruisers are 60 years or older, and such a system was an accident waiting to happen. I was not impressed with the way Dockwise handled this matter.

Al Winn  
Oso Negro, 46-ft Hatteras sportfisher  
Chicago, IL / La Paz, Mexico

*Al — Wow, it looks a little dicey to us, too.*

### ⇅ THE ALA WAI'S "ROBERT LOUIS STEVENSON VIBE"

Most *Latitude* readers would agree that the Ala Wai Yacht Harbor in Honolulu needs some remodeling. Nonetheless, some new floating docks have recently been built in the Waikiki YC area, and they are very nice.

As a member of the Honolulu YC, perhaps I'm biased, but I just love the Ala Wai Yacht Harbor. It has a nice Robert Louis

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Mike has 60,000+ miles cruising experience in the South Pacific, Hawaii, West Coast, Canada and Alaska. Many of those miles were singlehanded. He is a former sailing instructor. He has owned and upgraded the same C&C 38 for over 30 years.



### **Sausalito – David Forbes**

**295 Harbor Dr. • (415) 332-0202**

In addition to teaching all levels of boating, David has captained various vessels from 40'-80' throughout the Caribbean, New England, Mediterranean, and Eastern Pacific. He currently owns a Colgate 26 and is active in the SF Bay Area Racing community.



### **Alameda – Dan Niessen**

**730 Buena Vista Ave. • (510) 521-4865**

Dan Niessen currently owns two boats and is an avid long distance cruiser and a certified sailing instructor.



### **Long Beach – Holly Scott**

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Captain Holly has been sailing all her life and has done so all over the world. She currently holds a 100-ton Masters License and loves to share her knowledge, experience and boating humor.



### **Newport Beach – Tom Stallings**

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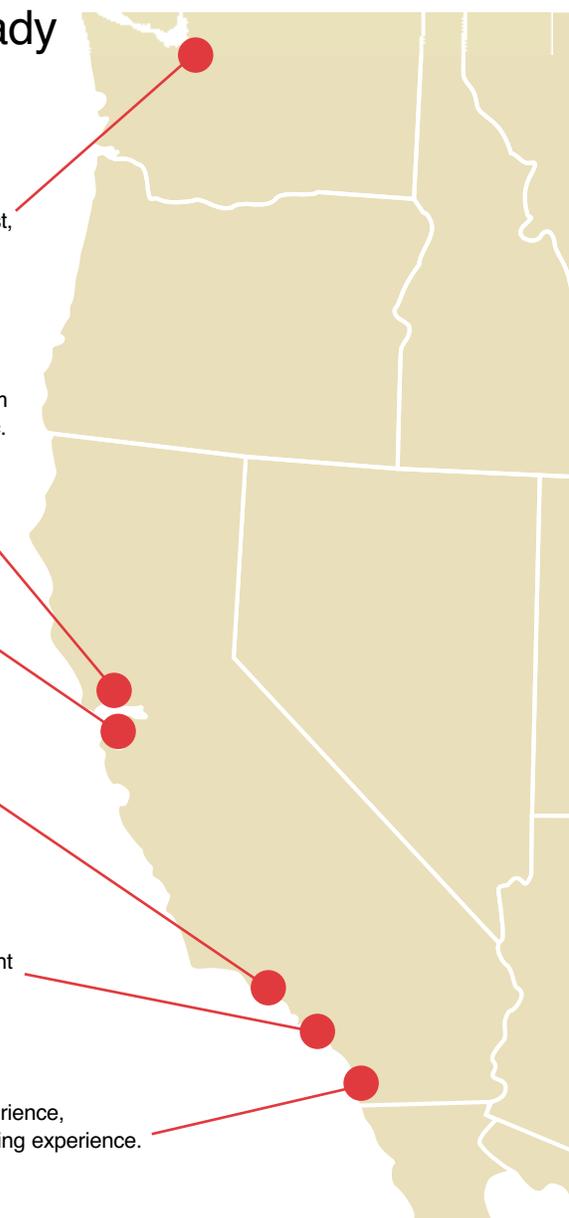
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom is a licensed U.S. Merchant Marine Officer and U.S.C.G. Master.



### **San Diego – Louis Holmes**

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Louis has been an avid sailor for 22 years. He has over 6,000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience.



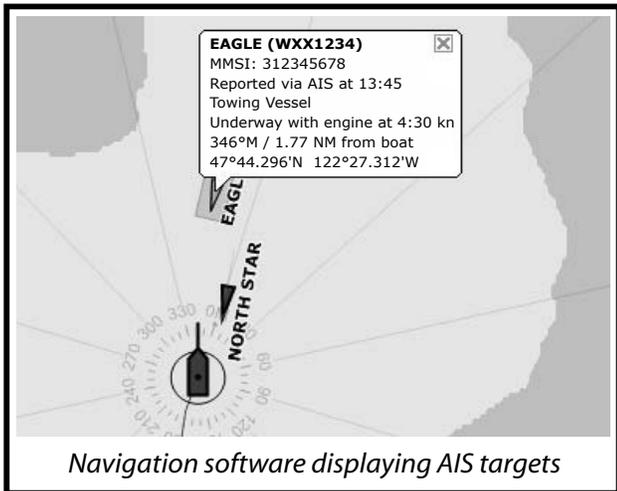
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## LETTERS

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Everyone wants to blame the government when things aren't perfect. Okay, but the real reason that the Ala Wai looks as if it needs some polish is — and I hate to say it — the boats need some polish. Yes, the boatowners need to keep their boats in better repair. The problem at the Ala Wai is not so much government negligence as it is the irresponsibility of the boatowners to ensure that things look nice.

By the way, there is non-stop fun at the Hawaii YC. I was there recently when George Clooney and his film crew popped in for a few drinks. Clooney graciously volunteered to help tend bar, and later said, "I would love to stick around and help wash the glasses, but I have a movie to make." What a cool guy! In a recent issue of the yacht club newsletter there is a photo of Clooney behind the bar helping the bartender, and another photo of him with some club members.

I now keep my boat in Sausalito.

Anonymous  
Sausalito

*Anonymous — You think the Ala Wai has "a Robert Louis Stevenson vibe?" Are you referring to the ultra bland '60s East German architecture of the Harbormaster's Office and restrooms, the paucity of vegetation and shade trees, or the vast expanses of unswept hardtop? The only RLS-ish qualities we can think of in the nearly ambience-free Ala Wai are the Hawaii YC, the little community behind the fuel dock, the boatyard, and the surfer's hangout in front of Ala Moana break.*

*"Everyone wants to blame the government when things aren't perfect?" Is "not perfect" what you call it when berths are allowed to become so badly dilapidated that something like 30% of them had to be condemned, and many of the rest aren't in much better shape? In our opinion, the Ala Wai has been a world class embarrassment of a yacht harbor for decades, and there is simply not enough 'polish' in the world to suffice for the massive rebuild that's long overdue. And while we haven't visited the Ala Wai in several years, over a period of several decades we'd found the harbor staff to be about the most indifferent and uncaring in the world.*



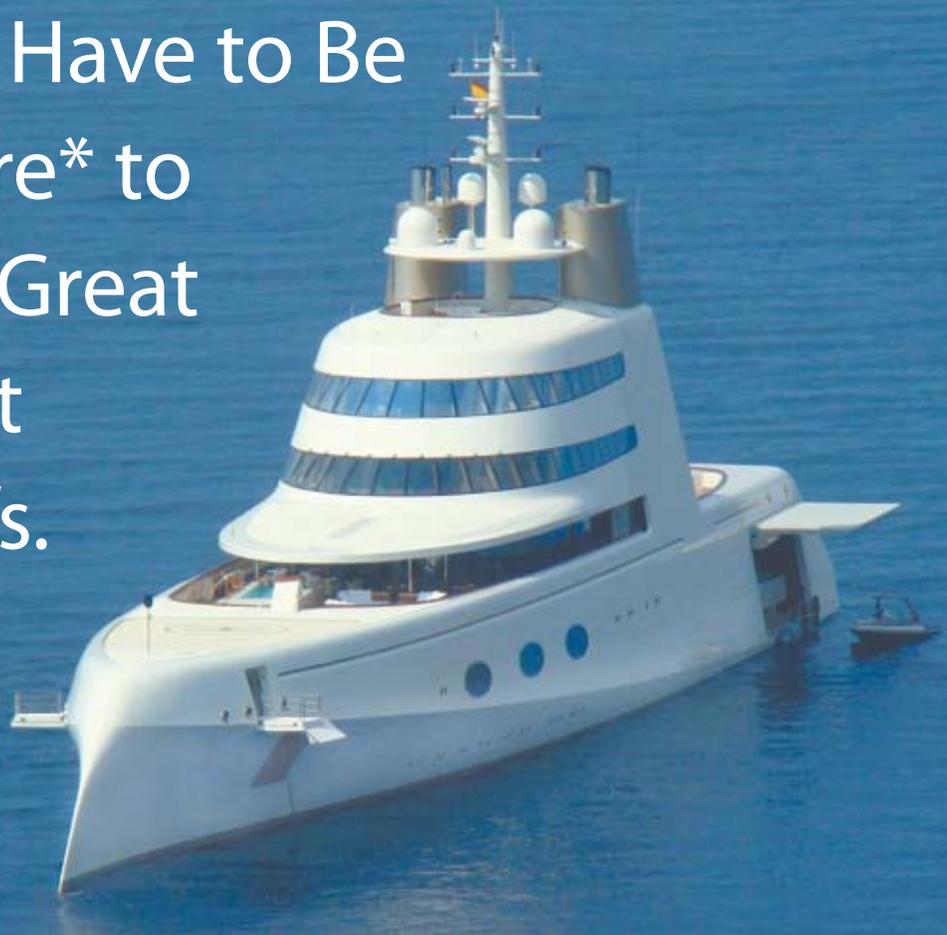
LATITUDE / RICHARD

*As for the "really nice" floating docks over by the Waikiki YC that you like so much, are you under the illusion that they are the work of the State of Hawaii? It's our understanding that the state had nothing to do with them — other than getting the hell out of the way and letting self-supporting non-government entity that is the Waikiki YC demonstrate how to improve a marina facility. While the Waikiki YC docks were being built, the State of Hawaii, despite healthy annual surpluses from berth fees, inexplicably let the Ala Wai and Keehi Marinas fall into states of nearly complete disrepair. If there was ever a textbook example of how poorly a government agency can ruin something, we think the Ala Wai is it.*

**A history of ridiculously low slip fees has resulted in a bunch of 'yachts' that look like this — and whose owners will never want to leave.**

*As for the "really nice" floating docks over by the Waikiki YC that you like so much, are you under the illusion that they are the work of the State of Hawaii? It's our understanding that the state had nothing to do with them — other than getting the hell out of the way and letting self-supporting non-government entity that is the Waikiki YC demonstrate how to improve a marina facility. While the Waikiki YC docks were being built, the State of Hawaii, despite healthy annual surpluses from berth fees, inexplicably let the Ala Wai and Keehi Marinas fall into states of nearly complete disrepair. If there was ever a textbook example of how poorly a government agency can ruin something, we think the Ala Wai is it.*

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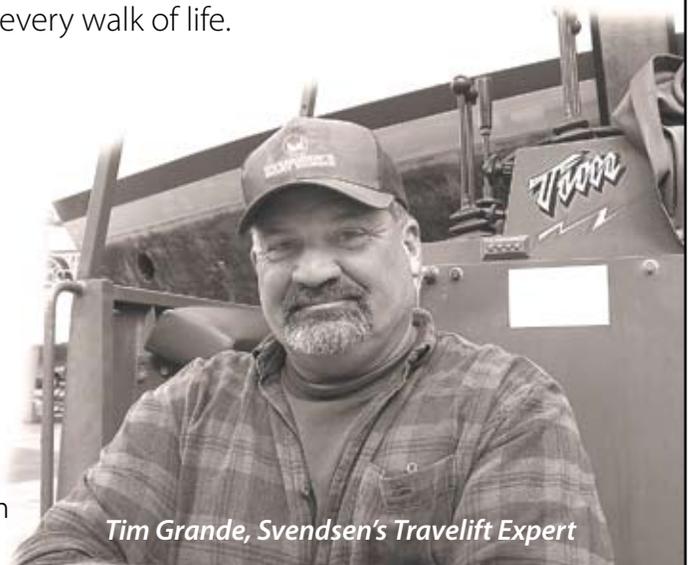


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## LETTERS

We agree with your assertion that, in general, the boats in the Ala Wai tend to be a little older and scruffier than the boats in many other marinas. But you don't seem to understand the reason. Historically, the berth rates at the Ala Wai — despite waiting lists of 10 to 20 years — have been ridiculously low, in many cases less than half as much as at similar marinas elsewhere in the States. Since the berths cost so little, people with berths would hang on to them forever — even long after they stopped using and maintaining their boats. The berth fees were so low that some boats were — and probably still are — rented out as storage space for the owners of neighboring boats! It's been the preposterously low berth rates, combined with the woefully inefficient use of marina space, that have prevented enthusiastic new blood and better maintained boats from coming into the Ala Wai. No wonder it's been something of a 'dead marina' for so long.

You listed seven reasons that you love the Ala Wai Yacht Harbor. Did you notice that not one of them had anything to do with the Ala Wai itself? Imagine how great it would be if the Ala Wai were even just a half-assed yacht harbor, and the state demonstrated an inkling of pride of ownership. By far the two best parts of the Ala Wai are the Waikiki and Hawaii YCs. What a coincidence that they are both overseen by mariners who care



LATITUDE / RICHARD

No amount of polish is going to save this Ala Wai dock.

about the facilities, and not by government employees who so often have seemed to be content with doing little more than collecting their salaries and counting their days to retirement. If the rest of the Ala Wai were half as nicely run and maintained

as the Hawaii and Waikiki YCs — and in a similarly friendly manner — the Ala Wai would be much a better place.

When a facility has been as badly mismanaged as the Ala Wai has been for decades, the management deserves the blame — and like it or not, the Ala Wai has been managed by the State of Hawaii. As we've written time and again, it's in the interest of everyone, from taxpayers in Hawaii to boatowners, that the State of Hawaii get out of the marina management business. To see what happened when they actually did that at one marina, see the following letter.

By the way, we've never heard of the Honolulu YC and can't find any reference to it on the net. Can we assume that you meant to say that you're a member of the Hawaii YC?

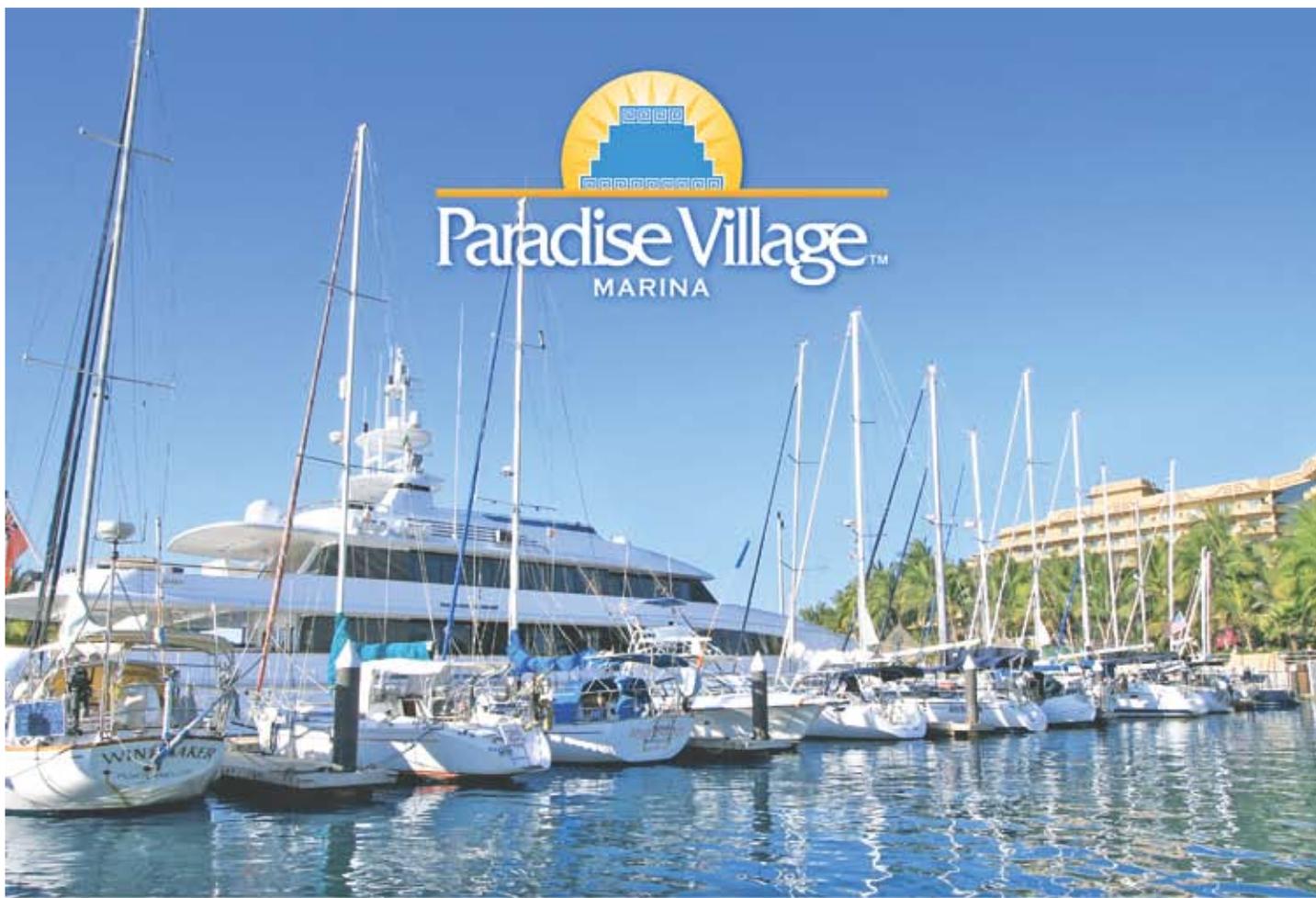
### ↑↓ THE STATE OF CRUISING AFFAIRS IN HAWAII

Finding a spot to tie up in Hawaii continues to be something between tragedy and a very bad joke — with the exception of one very positive development in Honolulu. After sailing 2,000-3,000 miles to get to Hawaii, most sailors are keen to find a nice safe spot to tie up, blast off the salt, and get some sleep. Sadly, nature and the State of Hawaii continue to conspire to make this difficult.

For cruisers from the mainland United States or Mexico, Hilo, because it's the shortest distance, is often the first stop in Hawaii. Hilo has one of the prettiest little bays in all the places we've seen in the Pacific. Arrivals are all ushered into snug Radio Bay, which is made a little more snug by three boats that are permanently moored there, two boats aban-



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*Andrew Linney, [www.nokaoi2.info](http://www.nokaoi2.info)*



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## LETTERS

done by discouraged cruisers, and one boat that sank at the quay a long time ago.

But the biggest problem with Radio Bay is that it's tucked way into the bowels of the container port. Between the sights, sounds, and bright lights of the barges loading and unloading 24/7, and the post-9/11 security requirements, it's no longer a very pleasant place to visit. In addition, anyone who does not have a TWIC, which is a Transportation Worker Identity Card, and a MARSEC, or Marine Security Certificate, must be escorted from the front gate to and from their boat. And no visitors are allowed inside the port facility.

For well-found boats with crew keen to visit the Big Island, stays in Radio Bay are strictly limited to 30 days. This includes folks like the singlehander who had just sailed up from the South Pacific, and was flying in his non-sailing wife from Germany to enjoy the islands for the summer months. The authorities told him he must leave in 30 days. Period. The rule apparently does not apply to derelict boats and the handful of local craft.

There happens to be a beautiful big anchorage just off downtown Hilo that is well inside the breakwater and just southwest of pretty little Coconut Island. Anyone spending any time in Radio Bay would unquestionably want to anchor there to get a break from the noise of the forklifts and containers. We repeatedly asked the harbormaster for permission to anchor out there, but were consistently warned that anchoring in Hilo Bay is strictly prohibited. Why? "Security reasons."

Radio Bay is bordered by the port on the west and south, while the breakwater and the ocean beyond are to the north. On the east, somewhat ironically, is a beautiful park-like setting with grass, a launch ramp, picnic tables, and public access. It turns out that this is state land administered by the University of Hawaii. I ventured to ask if cruisers could use this area to get to and from their boats — as opposed to having to be escorted through the container port. I was advised that it was "not recommended." Why? "For security reasons."

I also learned that when implementing the post-9/11 security protocols, it was suggested that Hawaii's Small Boat Division take over Radio Bay and change the Radio Bay access point to the "park-like setting." In other words, fence Radio Bay out of the container port instead of inside it. This would have been less complicated and would have cost less. But apparently the Harbor Division didn't want to give up control of Radio Bay. Go figure.

It's such a shame that a gem like Hilo Bay can't be used more effectively for recreation. For me, the ultimate irony is that the container port, around which everything seems to revolve, makes no sense at all. All barge traffic comes from Honolulu, 200 miles northwest. If you've ever seen a tug and barge chugging upwind through the Alenuihaha Channel, you know what a struggle this is. After all, it's one of the most consistently windy and rough passages in the world, maybe second to only Cook Strait in New Zealand. By contrast, the west coast of the Big Island has a barge harbor, and the tall island typically projects a 100-mile wind shadow that runs to within about 50 miles south of Oahu. Is using Radio Bay all about unions hanging onto jobs in Hilo, or just a state government incapable of progress?

We'd hoped to do a little gunkholing between Hilo and Honolulu. There are some beautiful anchorages, but nature demands lots of patience to make such a cruise work. Unfortunately, we only had a couple of weeks to work with, and the trades had come up big time. It was blowing 25 to 30 knots in all the channels, and 35+ at all the points. In these conditions, the list of acceptable anchorages gets pretty short:

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## LETTERS

Sugar Beach and Honolua Bay on Maui, Kaunakakai and Lono on Molokai, and Kaunakakai on Lanai. We'll have to do yet another lap of the Pacific if we're to get to the spectacular north shore of Molokai. But for those who aren't familiar with



**At least the State of Hawaii hasn't built some crummy marina here at Hanalei, where 'Kiapa' and other boats are at anchor.**

cruising in Hawaii, if you're going to cruise, you'd better have lots of time to sit out periods of heavy trades.

Having been roughed up a bit between the Big Island and Oahu, we were looking forward to some R&R at the famous 600-berth Ala Wai Yacht Harbor in Honolulu. To our sur-

prise, there was a little less 'aloha' than there had been in the past at the Hawaii YC. While there were seven or eight boats on the Aloha Dock, there wasn't even any discussion — as there always would have been before — about whether to move, raft, or otherwise squeeze in one more boat. The Waikiki YC did have some empty space at its transient dock, but it was "reserved." Nonetheless, it remained empty for three days.

That left us with the Ala Wai State Harbor part of the Ala Wai — which is the overwhelming majority of it — as our last resort. We called them five times between 12:30 to 3:00 in the afternoon — but nobody ever answered. So we tied up at the fuel dock to get the scoop. As it was late on Saturday afternoon, a local suggested that we wait till after 4:00 p.m., then just grab a spot somewhere in the harbor. There is a loading dock in the inner corner of the harbor, and a long, brand new dock that is yet to be assigned to anyone. It was explained that the since the harbor office would be closed until Tuesday, staying there would give us more than enough time to come up with a plan.

After getting fuel, we opted for the new dock, as it was easy to get our catamaran in and out, and it had fresh water. But we weren't tied up there for more than five minutes before the Harbormaster and his assistant — it was now after hours — came running over to shoo us away. As we had nowhere else to go, they were kind enough to let us use the loading dock for one night. It wasn't a horrible spot — as long as we made sure we didn't get any of the many plastic bags in the water sucked up into our engine intake, and presuming we stayed aboard at all times to guard the boat against the many people who walk right by on the sidewalk.

We still would have been in a world of hurt but for a cruiser we met in Hilo, who told us that the Kewalo Basin Marina in Honolulu had started accepting recreational vessels. For decades, the Kewalo Basin had been run by the state's Harbor Division, mostly for commercial fisherman and big charter boats for tourists. Given the basin's desirable location near the Ala Moana Mall and Park, apparently the state decided to spruce the area up a bit. To do this, they turned operations over to the Community Development Agency, a state department. To everyone's amazement, this agency — unlike the Harbor Division and the Department of Land & Natural Resources — recognized that they know nothing about running a marina. So they handed the operation of it over to Almar, a private marina manager with lots of locations in California.

While Almar has impressive long-range plans to improve the infrastructure and deal with the strong surge that reflects into the harbor from the Ala Moana surf break, the new

**Finns to the left...**

**Finns to the right...**



**...and we're the only marina in town.**

Photo ©2010 [www.h2oshots.com](http://www.h2oshots.com)

With apologies to Jimmy Buffett.

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## LETTERS

team has turned the place around by simply taking care of basics. Charles, the harbormaster, and staff members John and Hillary, answer the phone, collect rents, offer reasonable security, keep the place tidy and free of trash, and work to get boats into empty slips. What a concept! Keep an eye on Kewalo Basin, as it's going to give the Ala Wai a real run for its money. The attached photo is of the view we had looking south from our slip in Kewalo Basin. Not bad, is it?

Pete & Sue Wolcott  
Kiapa, M&M 52 Cat  
Kapa'a, HI

### ↑↓WHO IS MORE FREE?

I see that my criticism of how you wrote about Thailand is raised once again in the *Letters* pages. I hope I will get a chance to respond. Readers may remember that the dispute arose from an article in your February issue which celebrated the fact that, "If you're a lonely guy, you can find an attractive young Thai 'girlfriend' in about 10 minutes on any night of the week." In other words, there is a prevalence of prostitution in Thailand.

Now a letter writer — Mike Riley — claims in the August issue that Thais are more free than we are here in the United States. He bases his claim on his visit to Thailand. His view is testimony to the fact that people can visit a country and come away knowing less about it than before they went there. Had he done just a few minutes research, he would have found that it is a crime, punishable by 15 years in prison, to "insult" the king. This is not some dead letter of the law. When the military overthrew the elected government in '06, noted Thai professor Ji Giles Unpakorn criticized the fact that the coup apparently had the king's blessing. He was brought up on charges of insulting the king ("*lese majeste*") and had to flee the country.

Some freedom of speech.

John Reimann  
Y-Knot?, Catalina 36  
Oakland

*John — For the life of us, we don't quite understand what gets you so worked up about Thailand. Yes, prostitution is common there. It's also common — although not quite so public — in the Bay Area and the rest of the United States, Canada, Mexico, Central America, all over Europe, throughout South America, all over Asia — and even in some Muslim countries. So what was your point again?*

*You say that our photo caption — "If you're a lonely guy, you can find an attractive young Thai 'girlfriend' in about 10 minutes on any night of the week," — "celebrates" that such a thing can be done. Nonsense. It simply states a well-known fact.*

*When Riley — who has circumnavigated twice, and lived in Thailand — says that Thais are more free than we Americans are, you jump all over him because — as you correctly note — it is a very serious crime to insult the King of Thailand. But are you trying to suggest that your single example proves a much broader generalization about freedom? We hope not.*

*Deciding if one relatively free country is more free than another relatively free country is a fool's errand, for it all depends on how one is going to measure something as elusive as freedom. You may disagree with Riley, but we can assure you that many cruisers believe the United States is effectively a lot less free than many other countries in the world.*

### ↑↓PUTTING TAX DOLLARS TO SECONDARY USE

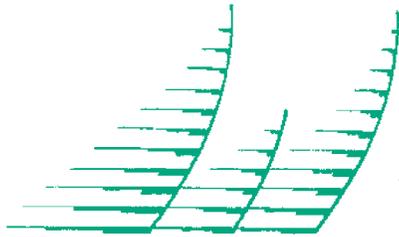
In regard to the photo on page 78 of the August issue,

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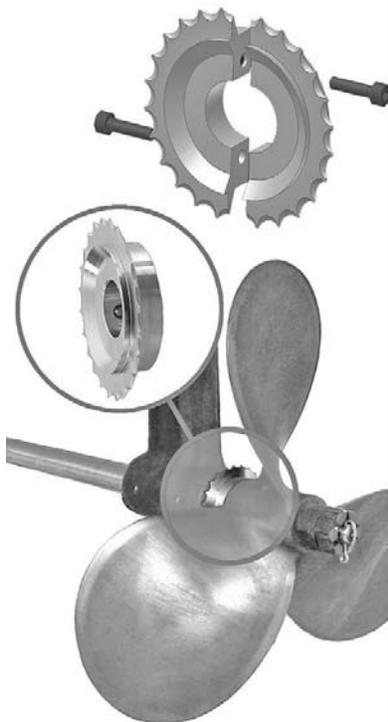
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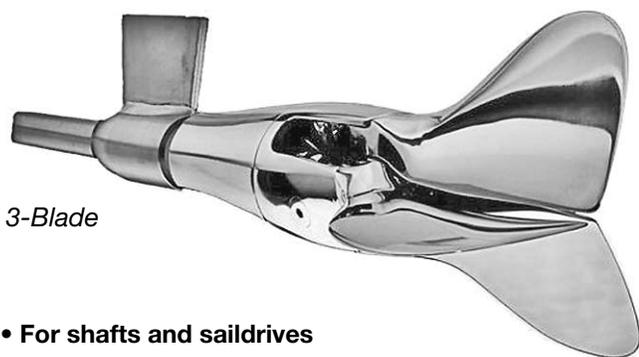
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## LETTERS

showing a man preparing to step the mast on his sailboat with a rope hanging from the Highway 37 bridge, I talked to the guy. Evidently, the Highway Patrol officer who showed up shortly after the photo was taken didn't have a problem with the man's mast hanging sideways from his boat suspended by a rope. It's conceivable that the officer just wasn't paying too much attention, because the owner of the boat told me the cop had asked him if he had seen anyone jump off the bridge! Apparently someone had seen the owner of the boat on the



LATITUDE / JOHN A.

**Don't try this at home.**

bridge getting the rope ready for his mast and jumped to conclusions. When I showed up to launch my boat, the man already had the mast up and the rigging in place, and was preparing the rest of the boat to go sailing. When I spoke with him, I learned that his sailing experience consisted of a test sail in Seattle, when he bought the boat. I pointed out that he wasn't going to get his boat launched right then because the tide was out, and he'd likely have to wait until high tide at 2 p.m. to have enough water.

When I returned from fishing at 2:30 p.m., his boat was in the water. But he asked me if I had some gas for his kicker motor. I replied that I had a couple of gallons, but that he was going to need more than that for the 15-mile trip to his moorage. That was the end of my contact with him, but I wonder how he fared getting to his destination. After all, he was a pretty inexperienced skipper and his boat wasn't even registered. But somehow I think he did pretty well because he managed to get his boat rigged and launched all by himself — no mean feat when it comes to a 28-footer with a full keel.

Nick Kies  
Novato

*Nick — At least he was smart enough to step the mast from the Highway 37 bridge and not the Golden Gate Bridge.*

### ↑↓ YOU CAUGHT ME FAIR AND SQUARE

I'm the guy you busted for using the Highway 37 bridge to step the mast on my O'Day Outlaw. I don't know if Managing Editor Andy Turpin remembers, but I spoke with him briefly at the Strictly Sail Pacific Show in Oakland, and thanked him for helping me find my boat through a *Classy Classified*.

To clear things up, here are the facts: I'm a very broke sailor, and I knew that by using the bridge to step my mast, I was flirting with some kind of citation. And, in fact, I couldn't have come any closer to getting one. My one-man covert operation of flying the block off the bridge was supposed to occur at zero-dark-thirty. Instead, having taken more precautionary time to haul this rare Martha's Vineyard '67 O'Day Outlaw for her first California dip, I arrived well after sunrise. Not good.

While scurrying up the narrow side of Highway 37 to launch the block, I was seen — and worse — reported by a passing commuter. Imagine my horror when, not 10 minutes after the scandalous photos that appeared in *Latitude* were taken, a Highway Patrol vehicle swung around and pulled up next to me. And by that time, I had the mast of my boat clearly hanging from the bridge.

"We got a report that someone jumped off the bridge," said



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## LETTERS

the Highway Patrolman. "How long have you been here?"  
"Oh, about two hours, sir."

"Well, I guess nobody jumped then. Have a good day."

He then drove off. I'm not sure how to sum up that one but to say I was just damn lucky . . . except I had to throw away the pair of underwear I'd been wearing.

By the way, I used the boat's Barlow winch to hoist the 125-lb mast as quickly as I could, at which point I secured the shrouds and retrieved the block. Other than that, the launch went very smoothly. There wasn't a single disaster, and it was my first time launching her.

But it was indeed *Latitude* that found the Outlaw, one of only two known to be on the West Coast, for me. I placed an ad in *Latitude* looking for an Outlaw, and after three months I got a call from an Outlaw owner in Olympia, Washington. The boat hadn't been advertised for sale, but the owner said she was "a very nice one." I left to see her the very next day.

She immediately seduced me — her curves, low cabin shear, perfect paint, and balanced teak trim. Plus, she was original and 98% uncut. Although I had never sailed in my life, I fell head-over-heels in love with the boat. We agreed on a fair price — thank you, Mr. and Mrs. H — I took many pictures, then I drove home to begin raising money. I had to build a cradle, then retrofit a trailer from discarded mobile home running gear. To make a long story short, a year later I arrived at the launch ramp and scrambled up to the Highway 37 bridge with a block.

I want to thank everyone at *Latitude* for helping me find this beautiful Outlaw, and in no small way, for bringing me my favorite sailing magazine.

For what it's worth, I'm a licensed A&P mechanic and a 500-hour multi-engine pilot, currently running my own handyman operation in Southern Marin and living with my girlfriend in San Anselmo. My father just bought a house in Sausalito for me to fix up, and I'll be moving there soon — which is nice, because that's where I'm keeping my Outlaw.

Brian Piercy  
*Renegade, O'Day Outlaw*  
Sausalito

Brian — When we started *Latitude* in the mid-'70s, there were all kinds of interesting, independent and fearless folks like you living near the water in Sausalito. Over the years, almost all of them were replaced by lawyers, accountants, dentists and financial managers. Not that there's anything wrong with them, but we're glad to have some of the free-wheeling spirit back in town.

### ↑↓ MEDICAL INSURANCE WHILE CRUISING

We are interested in exploring what medical insurance options are available to cruisers, and whether cruisers have had good or bad experiences with them. Are there any important nuances to know when selecting one plan over another?

We're looking for coverage in the case of heart attack, sudden illness and things like gallbladder surgery, and are looking for a plan that would be good around the world. Can you ask cruisers for their recommendations?

By the way, we had an excellent experience with DAN when Dennis was injured in the Galapagos in '03. They paid \$18,000 to have two pilots fly Dennis and me, along with a doctor, to Quito. It was wonderful how DAN organized Dennis's care, choosing the city and hospital, and coordinating medical care for him. DAN doctors were available to discuss his case, answering questions along the journey of three surgeries in Ecuador. They also paid for my return flight back to

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## LETTERS

the Galapagos.

Nobody should go cruising without DAN insurance coverage. We can't say enough excellent things about them. Unfortunately, I don't think DAN covers regular health care or sudden medical conditions.

Marta Jensen  
 Freeland, WA

*Marta — We'll be happy to ask cruisers what they do for health insurance while traveling. We suspect there will be a variety of answers. The answer we always seem to get from budget cruisers is that the United States is the only place you have to worry about medical bills, because treatment is either free or so reasonable everywhere else.*

*Nonetheless this is an important topic, so if you're out cruising, we'd very much appreciate your sharing what kind of insurance you have, if any, where you got it, and if your experiences have been good or bad. Send your responses to [richard@latitude38.com](mailto:richard@latitude38.com). Thank you.*

*As for DAN, we've received nothing but positive comments about them. For those who aren't familiar with it, DAN stands for Divers Alert Network, which is a 501(c)(3) non-profit medical and research organization dedicated to the safety and health of recreational scuba divers, and is associated with Duke University Medical Center (DUMC). DAN is supported by 200,000 members, and in addition to providing a 24-hour medical hotline, offers up to \$100,000 in medical evacuation in the event of a diving injury.*

### ↑↓ THE GRANDFATHER OF THE HA-HA?

We would like to apply for membership in *Latitude's* Over 30 Club for people who have owned the same boat for more than 30 years. We purchased our '78 Explorer *Elfinstar* in Seabrook, Texas, in February of '80. We've lived aboard her for 20 of the 30 years we have owned her.

We borrowed almost the entire amount of money we paid for our boat, so funds were pretty tight for the first 15 years. As a result, we didn't have a lot of electronics that were common on other boats of the time. For example, no Loran C, no depthsounder, no knotmeter, no radar and no wind instruments. We navigated using bulkhead and hand-bearing compasses along with an AM radio. It wasn't hard to tell when the water got too shallow for our boat, because we simply ran aground — something we did 36 times. The water in Galveston Bay, which is where we sailed in the early years, only averages about 10 feet, and our boat draws eight feet, so running around was easy to do. Fortunately, the bottom of Galveston Bay is mud, so there was never any damage done. The lack of common navigation and electronic gear wasn't all bad, as it forced us to develop skills we wouldn't have learned otherwise.

One thing the boat did have was a decent set of Lee hank-on sails, and a very tough spinnaker — but no spinnaker gear. We later found a broken whisker pole off a big boat and welded it up to make a spinnaker pole — which we still use today. We started doing some TGIF races and other low-key events. Since fixed marks were used in those days, and the courses were the old Olympic triangles, there was often a lot of reaching in windy conditions. This very much favored our kind of boat. We not only had a ball racing, but it made all the difference in the world in helping us develop our boat handling skills and confidence.

A job change required a move to SoCal in '87, so our Explorer 45 made the trip to Marina del Rey via I-10. Our running aground habit didn't change, as the trailer our boat was on high-centered twice during the trip, which required

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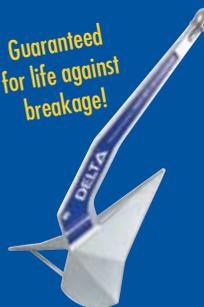
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## LETTERS

the services of a winch truck both times.

We joined Windjammers' YC in Marina del Rey in '88, and began doing PHRF racing. Unfortunately, the windward-leeward courses and light air are not kind to our heavy, traditional boat with a full keel. So we took some ideas from the casual races in Texas, added a few twists of our own, and developed the Cruising Class of racing boats at the Windjammers' YC. The first distance race to have a formal Cruising Class was the Marina del Rey to San Diego race sponsored by the Windjammers' and Southwestern YCs in '89. I created this class so we would be able to continue to enjoy racing, having no idea it would be adopted by many other clubs in Southern California. There is even a Cruising Class in the Ensenada Race and other races to Mexico.

*Elfinstar* was finally paid off in '95, and ever since we've been catching up on maintenance and adding gear, some of the latter for comfort, some for ease of sailing. We now keep our boat at the Cabrillo Beach YC in San Pedro. We no longer race *Elfinstar*, as she's too heavy now, and the care and feeding of a crew for a 45-ft boat is a bit more than we wanted. But we wanted to keep racing, so we bought a Cal 20.

At the same time, we're almost finished outfitting *Elfinstar* and are preparing to go cruising. We have installed all of the systems on the boat ourselves, and use them every day, so we are confident that we can keep a complicated boat going without too many issues. Hopefully you will see us on the starting line of the Ha-Ha sometime within the next three years. Until then, we will enjoy as many weeks and weekends as we can at Cherry Cove in Catalina. Hope to see you there.

Wayne & Enola Gay Warrington  
*Elfinstar*, Explorer 45  
San Pedro

*Wayne and Enola Gay — Thanks very much for that recap. By the way, if you're indeed responsible for the advent of the Cruising Class in races in Southern California, to some degree you are responsible for the Ha-Ha. It was after entering our Ocean 71 Big O in the Cruising Class of the Long Beach YC's Cabo Race in '93 that we decided to start the Ha-Ha, which is an all-Cruising Class rally to Mexico. So we can't wait to see you on that event.*

### ↑↓ MAX NEEDS TO DROP THE DIVISIVE TONE

Max Ebb wrote a generous article about the discovery of a book, *Saving Sailing* by Nicholas Hayes. According to the author, the number of people sailing is down from '79, and he makes an argument and proposal to grow the sailing population. Of course youth programs are critically important for the longevity of the sport.

But what I find amazing about Max is his attitude toward powerboaters. And I quote, "The trailerable powerboat or Jet Ski — usually hauled around by an SUV — is the natural enemy." Really?

When you set off your EPIRB or your boat breaks down, does the Coast Guard or one of the tow services send a glider or a sailboat to search for you? No, they send an airplane or a powerboat, both of which are powered by engines, because they are the best choices for the job.

The fact is that powerboaters and sailors have one major thing in common — a love of being on the water. The fact that we use different means for propulsion means almost nothing. Given that a sailboat under power is essentially a powerboat, it would appear that there is hypocrisy in the antagonistic attitude that some sailors have toward powerboaters. I believe that since both groups share the same love of being on the

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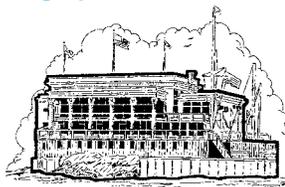
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## LETTERS

water, the best possible alliance is for sailors and powerboaters to join forces and work together to protect the sports we love. Besides, introducing powerboaters to sailing could create a rather rapid increase in the number of people participating in sailing, even if it were an occasional event.

I think it's our job as private citizens to invite other people into the world we love, no matter if it's sailing or powerboating. And yes, I know everyone has a powerboating horror story. But there are lots of sailing horror stories too, such as that of the boat that t-boned *Maltese Falcon*.

The part that I find most idiotic in the 'Better Way to Save Sailing' outline is the judgment that powerboating should be banned. This is the United States of America, a land once defined by people free to choose the life they love. If the author has his way, he'll dictate what your freedoms should be and what choices we're allowed to make. It's actually rather offensive that Max thinks he knows what is good for all of us. Rather than be divisive, perhaps both groups could start working together. Or is it more important for Max to maintain that air of superiority and arrogance over anyone who doesn't see the world the way he does?

Richard Frankhuizen  
Powerboat owner and sailor  
Folsom

*Richard — Whoa! There needs to be some clarifications, and on several levels, too. First, what Max writes is his opinion, not necessarily the opinion of Latitude 38. Having said that, let's review Max's three main points.*

*1) Max said that trailerable powerboats and Jet Skis are the "natural enemy" of the Audubon Society and Sierra Club, not sailors — although we can certainly think of specific times and circumstances when, recklessly operated, both are the enemies of sailors. Such as when they slam into sailboats a la the tragedy on Clear Lake, and when they endlessly and noisily circle sailboats.*

*On a second reading, we can see how some readers might think Max was saying that trailerable powerboats and Jet Skis are the natural enemy of sailors. If that's what he meant, we strongly disagree with him. It's a big Bay and ocean out there.*

*2) Max said that all operators of powerboats need to be licensed. Given the meaninglessness of automobile driver's licenses, we're ambivalent about licensing in general — at least as practiced in this state. But given the huge disparity between the number of people injured and killed in small powerboats and Jet Skis compared to the number injured and killed in sailboats, we think it's an idea worth considering. But only in the case of boats that can regularly be operated in excess of 10 knots. There is no denying that speed kills on the water, and many trailerable powerboats and Jet Skis have that kind of speed — and often a lot more — to burn.*

*3) Max said he supports "no-wake areas and powerboat bans" in "small bodies of water." We suppose his statement could have been read to mean they should be banned entirely, but we're certain he didn't mean that. After all, what would he use for race committee boats, crash boats and research projects?*

*Due to a scheduling mix up, we were once given a powerboat rather than a sailboat for a week long 'familiarization' tour of Tonga. We found the powerboat to be convenient, but boring as hell. But hey, if that's what somebody else likes, good for them. Our only hope is that no matter what kind of boat anyone operates — including an auxiliary-powered sailboat — that they do so being mindful of how much fuel they burn, using it as efficiently as possible. At some point — maybe burning 50 gallons an hour — it becomes just a bit tacky.*



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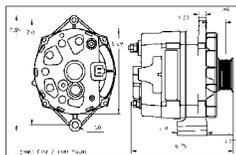
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## LETTERS

### ↑↓ THE EYES HAVE IT

This is a good news follow-up to an article I first submitted in '00 about my husband Howard's eye cancer. Hopefully it will help others.

We left San Diego aboard our 41-ft ketch *Nintai* in November of '98 and sailed to Mexico. We spent 4½ wonderful years in that country before continuing farther south. But in May of '00, while having a blister job done at a boatyard in La Paz, we returned to California while the hull dried out. Howard lost his glasses somewhere in the Dana Point West Marine, store where he'd gotten a part time job, and went to Costco in Capistrano Beach to get replacement glasses. He wasn't a happy camper — and apparently even made a lot of noise in the store about it — when he was told his prescription was too old and that he needed an eye exam. But forcing him to get a new eye exam probably saved his life. (Howard would later return to Costco and thank the man who refused to renew his prescription.)

Howard had his eye examined at the V.A. facility in San Diego, during which time his eye was dilated. The doctor noticed a growth, which looked like a pimple the size of a dime at the back inside of his left eye. A retinal specialist eventually diagnosed choroidal melanoma — scary stuff. Howard had never had any discomfort, loss of vision or other symptoms. Had the growth not been caught, Howard would have ultimately lost his vision and the cancer might have spread to other parts of his body.

We learned that choroidal melanoma is sometimes called 'sunburn of the eye', and can come from being out in the sun too much and not wearing sunglasses. About six million people — age is not a factor — are diagnosed with it in the U.S. each year. The good news is that it's a very slow growing cancer so, caught early, it doesn't spread. In some cases, doctors will just watch to make sure it doesn't grow too fast. The consensus then was if the depth got over 3 mm, something had to be done before the bad cells spread to the liver and lungs. Howard's was 2.8 mm.

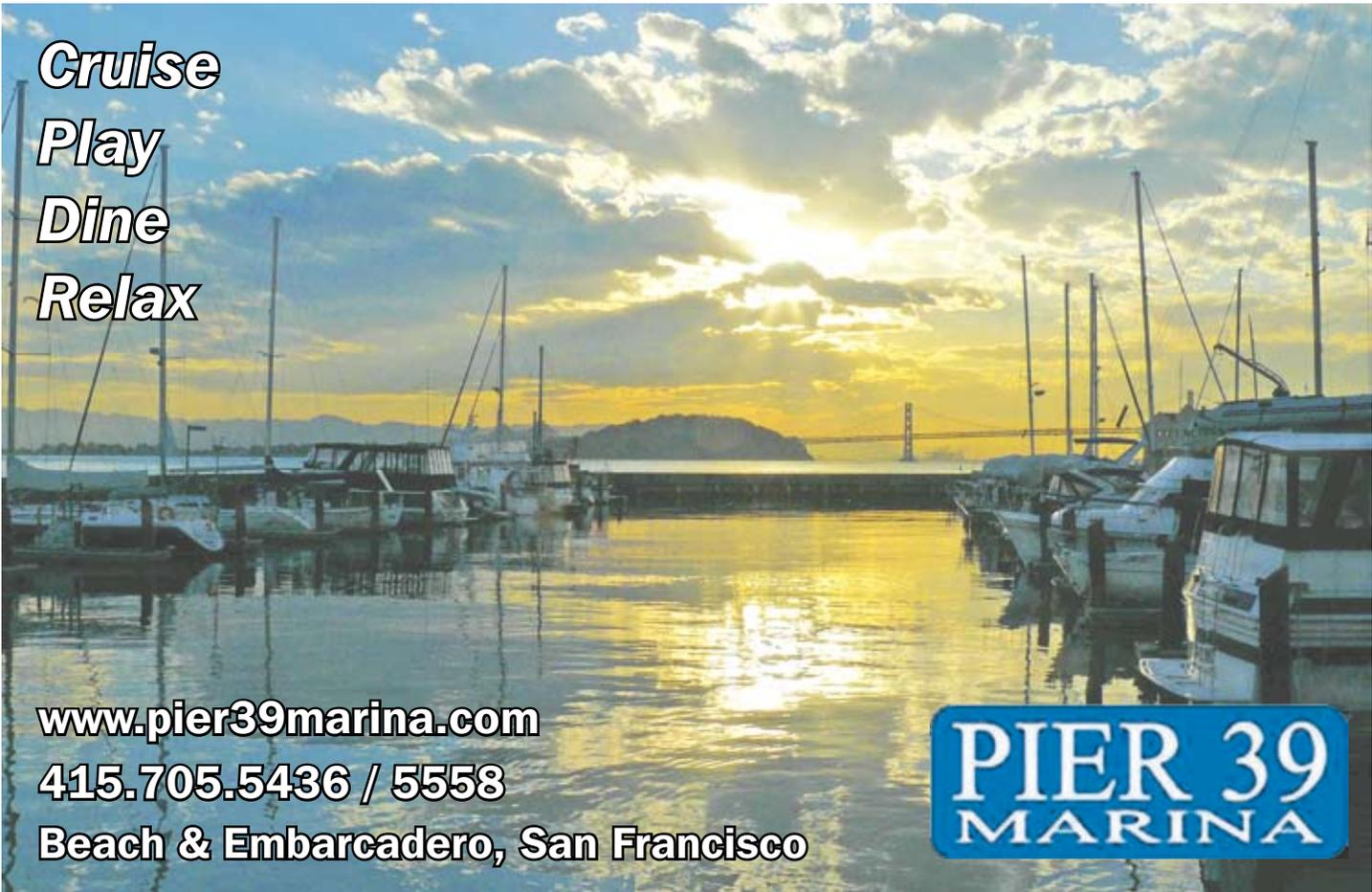
In '00, there were three choices of treatment. Option 1 was to watch it for three months and see if it grew. But this was melanoma, so we didn't like this option. Option 2 was having a 'plaque' — which is sort of a disc of gold, a little bigger than the growth, that is filled with radioactive material — tacked to the backside of the eye behind the growth. In some parts of the U.S. and the world, patients have to stay in isolation because of the radiation. In California, patients are sometimes put under house arrest for a week. All patients wear a lead-lined eye-patch for the week the plaque is in. After 5-7 days, the plaque is removed, and at different intervals the eye is checked to see if the cancer has grown or shrunk. There is no chemotherapy or other radiation on the eye. A variation of Option 2 is to have the growth zapped from the outside with radiation or lasers. Sometimes this damages the eye or results in the loss of vision.

In Option 3, the entire eye is replaced with an artificial one. Today's artificial eyes are really good, and they even move around like a regular eye. Removal of the eye used to be the regular procedure when a person was diagnosed with this disease, and it's still done if the plaque treatment isn't used.

Strangely enough, Howard's sister-in-law, who also lived on a boat, had had cancer in the front of her eye a few years before. She wasn't aware of it until she started having vision problems, so the only option was to remove her eye. In her case, the cancer wasn't caught in time, it spread, and she passed away. She was a special lady and we miss her.

Howard decided on Option 2, so on September 28, 2000,

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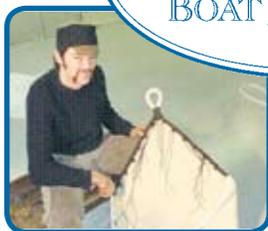
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## LETTERS

a one-hour outpatient surgery was performed at the Shiley Eye Institute in La Jolla. Howard got four stitches behind the eye to hold the plaque in place. For the next week, he wore a very stylish lead-lined eye patch. After the surgery, Howard's two complaints were that he couldn't get to McDonald's soon enough for breakfast and his eye itched like crazy. Most of the next week he lay around and watched the Olympics. On October 5, he returned to Shiley Eye Institute where they performed the same procedure, but this time removing the plaque. Again we rushed to McDonalds for breakfast. After there was no sign of infection, we returned to our boat in La Paz.

Howard's short term complaints were that his eye itched, and it hurt when he looked far to the left or right, the latter being a result of the eye muscles having been moved during surgery. For a few weeks after the surgery, his depth perception was off, so he didn't drive. By the end of November, he had normal vision straight ahead, but double vision when looking to the sides or up or down. He no longer has double vision.

Twice a year Howard returned to California to have his eye examined and get a blood test and a CT scan of his liver. In the subsequent years, he's been checked out in the U.S., El Salvador and Costa Rica. His last examination was done in August of '09, and everything was still fine. Yeah! The growth itself will never disappear, but it is still measurably smaller and no longer has active edges — something that's very important.

What we learned from this is how important it is to have a good eye exam — by an ophthalmologist — during which time your eye is dilated so they can look around. Howard's cancer could not have been seen had his eye not be dilated.

In addition, it's very important for anyone in the boating community to wear sunglasses, sunblock and hats. Statistics show that people who spend a lot of time outdoors but don't wear sunglasses are very prone to this eye disease. We feel we are really blessed that Howard's eye cancer was found early and responded to quick treatment.

When buying sunglasses, it's really important to make sure they are UV protected. If you buy sunglasses outside the United States, they may not be. While in Cartagena, I bought a pair of sunglasses with a stick-on 'UV' label from a street vendor. After purchasing the glasses, the vendor peeled the label off and stuck it on another pair of sunglasses to sell to some other unsuspecting tourist.

P.S. After leaving Mexico, we spent six months at Bahia Del Sol in El Salvador, a short time in Nicaragua, and six months along the coast of Costa Rica and inland. We arrived in Panama in April of '04, and a year later transited the Canal. We made a couple of trips to Cartagena, Colombia, and continued to enjoy the San Blas Islands. We just transited the Panama Canal from the Atlantic side back to the Pacific side, and are currently on a mooring at the Balboa YC. In March of this year we had a chance to meet *Latitude's* Andy Turpin when he spoke to the Pacific Puddle Jump group. Happy cruising to all!

Donna Maloney  
Nintai, 41-ft ketch  
Panama

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

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

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

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# LOOSE LIPS

## A Storm By Any Other Name.

The practice of bestowing female names on tropical storms started during World War II. And it may have been a case of life imitating art. In 1941, a popular George Stewart novel titled *Storm* traced the impact of a storm known as 'Maria' on the lives of various characters. Fast forward to the island of Saipan in 1944, where the Army Air Corps assembled a group of young hotshots in the newfangled science of meteorology to aid in weather forecasting for bombing raids and naval operations in the Pacific. And — perhaps because of Stewart's novel, perhaps just because they were so far from home — they started naming significant storms after wives and girlfriends. The practice almost died on the vine when one wife is said to have been quite irritated that her storm fizzled out.

Storm naming switched briefly to the phonetic alphabet in the early '50s, but soon went back to female names until '79, when the PC crowd ruined the fun by demanding that names alternate between male and female. That practice is now commonplace in most areas of the world, except in the Far East, where tropical storms are named for rivers, animals or flowers.

But the most infamous tropical storm in military history was named for a man. Although the official moniker — bestowed after the fact — was 'Typhoon Cobra', anyone who experienced the South Pacific typhoon of December, 1944, would forever and always know it as 'Halsey's Typhoon'. That's because Admiral William "Bull" Halsey unwittingly sailed the 86-ship strong Task Force 38 straight into the heart of it 300 miles east of Luzon in the Philippines. When the 100-knot spray and mountainous seas finally cleared, three destroyers had rolled over and sunk, and 790 men had perished. Only 93 survivors were recovered from all three ships.

The worst loss was from *USS Monaghan*. Of 256 crew, only 6 survived. The toll on surviving materiel was equally horrific. Among 13 aircraft carriers, nearly 150 planes were lost, either by



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**The 'USS Cowpens' takes a heavy roll to starboard at the beginning of Halsey's Typhoon. Eight of the planes in this photo were lost overboard.**

washing overboard or by breaking loose from their lashings and crashing back and forth below decks. This caused fires on several ships, which had to be fought by crews as the ships bucked and rolled more than 20 degrees side to side. (Among those fighting fires on the light carrier *USS Monterey* was future president Gerald Ford.) In total, damage was so severe that most ships were out of commission for several months while they underwent repair.

In an official inquiry after the storm, it was revealed that one of the Saipan group had accurately forecast the track of the storm, but when he radioed it to Navy headquarters, the response was, "We don't believe you." Halsey was found to be responsible for the losses, but his "errors of judgment committed under stress of war operations" effectively exonerated him.

— jr

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# SIGHTINGS

## a sailing thoroughbred leaps back into action

Just about everywhere you look around San Francisco Bay, there are treasures of our rich maritime heritage. Some, though, are less obvious to the untrained eye than others. Take, for example, Ron MacAnnan's classic, 82-ft woodie *Pursuit*, which has been lying quietly in her berth at Sausalito Yacht Harbor for decades. Although her sleek lines and tall stick might tip off a seasoned sailor that she has a special pedigree, only a minute percentage of Bay Area sailors know that she's one of the last — if not the last — of a small cadre of prestigious racing yachts built in the '20s to the Universal M-Class rule.

We mention this here because last month Ron and a boatload of friends took the ol' girl out for a glorious spin around the Bay for only the second time in the past 32 years! (Her previous appearance was in '05 when she joined a procession of classics during Sail San Francisco.)

"It felt good!" recalled Ron. "It's been too damned long." When we told him we were going to run a photo of her in the magazine, he sounded a little embarrassed, and apologized for the fact that both his jib and reefed main were set a little sloppily. But, hey, since none of Ron's crew knew their way around the boat, we could hardly expect her to be in impeccable racing trim. "We had a good, fun sail and got home with the mast still standing," says Ron with a chuckle. Heck, in our book, any time you meet those criteria you've had a successful daysail.

*Pursuit*, which was originally named *Avatar*, is one of three identical sisterships built side-by-side by the German yard Abeking and Rasmussen in 1929, and one of only six true Ms ever built — although a number of older designs were rerigged and classified as M-Class yachts over the years. The other German-built sisters, designed by Burgess and Morgan of New York, were named *Simba* and *Valiant*. The only other true Ms were American-built: *Prestige*, designed by W. Starling Burgess; *Istalena*, designed by L. Francis Herreshoff; and *Windward*, designed by Charles Mower, and which eventually found her way to the Bay and enjoyed a colorful racing history on the West Coast before suffering an untimely death on the beach at Yalapa, Mexico. (*Windward*'s complete history was retold in our March and April, 2005 issues.) The Great Depression effectively killed the M Class.

We know that *Pursuit* came west sometime in the late '50s, although no one seems to remember who brought her out here. She's been Ron's high-maintenance mistress since he bought her in '60. He raced her in both the '61 and '69 TransPacs, in addition to other events, and lived aboard her for 28 years.

If you're reading this on September 1, we encourage you to raise a glass to Ron and *Pursuit*. He turns 85 today — four years older than his boat! And if you're out on the water on Saturday, September 4, keep an eye out for *Pursuit*. As a birthday present to himself, Ron is determined to put his beloved thoroughbred through her paces once again — this time with her sails trimmed smartly and her massive spinnaker billowing like a great white cloud as she roars under the Golden Gate like a freight train. Happy birthday Ron, from all of us here at *Latitude*. See you out there!

— andy

## coast guardsmen

The National Transportation Safety Board revealed last month that an unspecified number of crewmembers aboard the 33-ft Coast Guard vessel that collided with a small boat in San Diego Harbor on December 20 last year were either texting or talking on their cell phones.

The patrol boat was reportedly responding to a grounded vessel, and witnesses say it was traveling at 30-40 knots through waters crowded with spectators of a lighted boat parade when it hit the powerboat — which was carrying 13 passengers.

Though stopping short of saying the cell phone activity were the direct cause of the accident, which killed eight-year-old

BOB DAVID



Ron MacAnnan.



## were texting

Anthony DeWeese and seriously injured four other passengers, the NTSB urged the Coast Guard to develop a stricter policy regarding the use of electronic devices by its members.

While the agency acknowledges in a letter to the Coast Guard the potential usefulness of such devices as a backup for radio communications, "to achieve the intended improvement in safety, the NTSB believes that the Coast Guard must systematically identify the specific risks associated with distraction while using a cellphone or other wireless electronic device during vessel operations and address those risks in its policies."

— *ladonna*

## wounded warrior

The early 20th century writer Robert Collier wrote, "All of us have bad luck and good luck. The man who persists through the bad luck — who keeps right on going — is the man who is there when the good luck comes, and is ready to receive it."

That man is Ronnie Simpson.

We've written about Simpson, 25, several times in the magazine and *'Lectronic Latitude*, but in case you've been living in a yurt on Tristan da Cunha, here's the short version of Ronnie's last several years: Ronnie joins the Marines and within 13 months of being deployed in Iraq, at the age of 19, gets hit by an RPG and almost dies. After a month in a coma, doctors say he'll be a vegetable — he proves them wrong. Brother Rj calls one day with a crazy idea: "Want to sail around the world?" Having never sailed a day in his life, Ronnie buys a Rhodes Bounty II and spends a summer fixing it up. Sets off solo from San Diego, bound for Hawaii, and gets into rough weather, losing his rudder. Without steerage, he jumps onto a passing freighter

continued on outside column of next sightings page

**Back on the pony — Spread, after 32 years, the M-Class 'Pursuit' stretches her lovely legs; inset right, a group of 14 lucky sailors came along for the ride; inset top left, Merl 'President of the Pacific Ocean' Petersen takes the helm; inset bottom left, whichever way you look at it, the view was spectacular.**



# SIGHTINGS

## warrior — cont'd

bound for China. He buys a bicycle and rides nearly the entire way from Hong Kong to London, flies back to California and buys a Cal 25 to do the '10 Singlehanded TransPac. Race vet and former Marine Don Gray gets wind of Ronnie's situation and generously offers the use of his Jutson 30 *Warrior's Wish* as part of the Hope for the Warriors mission (see [www.hopeforthewarriors.org](http://www.hopeforthewarriors.org)). *Warrior's Wish* sails into Hanalei Bay on the Fourth of July with a triumphant Ronnie shouting "I finally made it to Hawaii!"

*Warrior's Wish's* return trip to the Bay once more demonstrated Simpson's knack for turning bad luck into good luck. On August 11, a little after two weeks — and more than halfway — into the passage back to the Bay, the boat's 2,500-lb keel parted ways with the remaining 3,500 lbs of boat. The good news was that, whatever had happened, *Wish* wasn't taking on water and she was remaining upright.

"We were down below that night when we heard a series of loud pops over the course of about three hours," Simpson's crew and men-

continued on outside column of next sightings page

## teens in

August was a big news month for the teenage solo circumnavigation crowd. On August 4, after winning a year-long battle with the Dutch government for permission to set sail, 14-year-old Laura Dekker ([www.lauradekker.nl](http://www.lauradekker.nl)) left The Netherlands, bound for Portugal, aboard her 37-ft Jeanneau Gin Fizz *Guppy*. Her father accompanied her on the 1,000-mile sea trial. They arrived on August 14.

Though Dekker was planning to officially start her solo attempt from Portimao, authorities said she was not qualified to skipper a vessel under Portuguese law. The Dekkers and a third crewmember moved the boat to Gibraltar on August



PHOTOS LATITUDE / LADONNA

## the news

18, and Dekker set sail for the Canary Islands three days later. She finished the first of many legs on August 25.

Dekker's blog is understandably choppy, presumably having been translated from Dutch to English, but the intent comes across loud and clear: she is all about the sailing, now please go away. "Just one day after reaching Portimao, I was constantly followed by the press and the tourists," Laura wrote. "All day, there were lots of people coming over at the pier. And everyone had to take photos! I found all this really annoying."

Now teenage girls can be naive about

continued in middle column of next sightings page



**'Warrior's Wish' unleased — (clockwise from below) Many gallons of diesel remained after 760 miles of motoring; Ronnie thrilled to reach Hanalei; the Bay Area Welcoming Committee included 'Georgia', 'Yukon Jack', 'Bozo' and 'Racer Chaser One'; not a drop of water came in through the keelbolts; Don and Ronnie under a gaping hole that was a keel.**



## warrior — cont'd

tor, Ed McCoy, told us later. What they didn't know was that the weld holding the keel to the strut was gradually breaking loose. According to the Simpson and McCoy, the pops began aft and worked their way forward. After the final two — when the keel finally dropped away — the boat started acting strangely.

"I went up top and we were doing 7.7 knots under a triple-reefed main and a number four in 12 knots of wind," recalled Simpson. "I said, 'Ed, why are we going so fast?' He tried to tack the boat but it wouldn't come around; then he said 'We lost the keel.'" The pair initially thought that they might get lucky and just be missing the keel bulb, but a dive the next morning revealed that the entire appendage was AWOL. They were 760 miles from home.

Over the course of the next week, Simpson and McCoy babied *Wish's* little one-lung Yanmar — "That thing was our lifeblood," said Ronnie — over an unusually mellow Pacific Ocean. "We discovered pretty quickly that we had to fly the jib to stabilize the boat," Simpson noted. For the remainder of the voyage, *Wish* would fly along at an average of about six knots.

But all that motoring meant they'd need additional fuel, so the Coast Guard contacted a nearby freighter to make a special delivery. The 728-ft *Horizon Hawk* reached *Wish's* location the following day. Conditions were a little jumbled so the ship spun doughnuts around *Wish*, which broke up the seas enough for Ronnie and Ed to more easily pick up 50 or so gallons of diesel.

Most of the fuel was still on the cabin sole when *Warrior's Wish* motorsailed under the Golden Gate Bridge around 4:30 a.m. on August 18, escorted by a group of friends — including Don Gray — on four boats. Thai food and beer were passed to her crew, cheers were sounded, and everyone marveled at this pair's ability to sail so far with so little.

"I didn't think I could be any happier when I crossed the finish line in Hanalei," said a shaken Simpson, "but I was wrong. I've never been so happy to get off a boat!"

When the boat was hauled the next day at Bay Marine in Richmond, a group of lookie loos crowded around. "Yup, the weld failed," noted Gray drily. As he prepped the boat to trailer her home to North Carolina, Don said he'd already contacted Duro Keels in Mexico about a replacement cast keel, and that *Wish* wouldn't be kept off the race course for long. And for the record, he doesn't regret loaning his boat to Ronnie. "That keel was going to fall off sooner or later," he said. "I did what I set out to do — help a wounded vet achieve his dream."

As for Simpson, he's already bought a new boat — a 28-ft Albin Cumulus — and is living aboard in Alameda. He pushed through 760 miles of bad luck and came out the other side as the luckiest sonofabitch on earth.

— ladonna

## solo sailor rescued off ft. bragg

Around 8 p.m. on August 22, the Coast Guard rescued Jon Innes, 29, from his Vancouver, B.C.-based Catalina 27 *Amica* 55 miles west of Ft. Bragg. Innes reports that he was seven days out of Neah Bay, WA — 150 miles out from his destination of San Francisco — when the wind and seas started building to gale-force conditions.

"I was under storm jib and had concerns about broaching," Innes told us, "so I hove to and set a parachute anchor. I was doing well, but two or three hours later, a wave snuck through. It threw me up, down, and back down." While *Amica* didn't suffer a total knockdown, she was laid over pretty far.

"As water was breaking over the boat, I heard a not-nice noise," he recalls. Innes climbed into the cockpit and realized that the bolt holding the rudder post to the tiller head had sheared off. Just as he had gathered his wits and was about to act, the rudder slipped away,

continued on outside column of next sightings page

# SIGHTINGS

## rescued — cont'd

leaving the tiller to dangle.

Innes says that the sea anchor was holding *Amica* into the wind pretty well, but every now and again she'd come broadside to a wave. With the forecast calling for worsening conditions over the next two days, Innes had little choice but to request rescue. "I was honestly worried about rolling," he said three days later, still clearly in shock.

When the Coast Guard helo arrived at his position about an hour after his calling the *mayday*, Innes, who had donned a survival suit, says he "climbed out, closed and locked the boat, and just stood there looking at the tiller and the hole where the rudder used to be. That tiller was staring me in the face, and it said 'Just go.' I said goodbye and jumped."

The helo crew flew Innes to Ukiah, where he shooed away paramedics and was taken to a Motel 6. "I have to say the Coast Guard was amazing," he said. "A big thank you to them all."

Innes has spent the last three years living aboard *Amica*, upgrading nearly every part of the boat — "All except that stupid rudder bolt," he noted. She wasn't insured, and everything he owned was aboard. "I got off with the clothes on my back, my wallet and my passport."

As for what the future holds for Innes, he's not sure, but he knows he'll be getting another boat sooner or later. "It's only a matter of time," he said, his voice taking on a steely tone. "I've got a bone to pick with this ocean."

— ladonna

## big boat series preview

If you grew up sailing on the West Coast, chances are you associate the month of September not with going back to school, but rather with the St. Francis YC's Rolex Big Boat Series. The West Coast's premier big boat regatta seems subject to the same economic winds as anyone. But like last year, which saw almost 100 boats come out for what has to be one of the last four-day events on the West Coast, this year's entry roster shows signs that the RBBS's robust history has made it less prone to yielding to the financial breeze.

As of this writing, 59 boats have already signed up for the event. The smaller one designs will once again provide the bulk of the entries.

Leading the charge are the Melges 32s, which have 24 entries for what will be a tune-up for their World Championship immediately following the regatta. As the only Grand Prix class in America at the moment, this group will boast plenty of top-shelf talent, and there might be a few more last-minute entries. Only seven J/105s were entered at press time, but there's a high likelihood that the class will see numbers at least in the high teens. We expect that the

J/120s will turn out to be at least seven boats, although only three are entered so far. Five Express 37s have committed to the regatta and four 1D35s have done the same, but we'd be surprised to see fewer than seven of either.

The handicap divisions weren't looking too healthy, with only 13 boats signed up in IRC. The number might have been even smaller if it hadn't been for the heads-up decision by the club to have a separate division for the lighter-displacement boats under 50-ft — a demographic to which IRC is particularly and arbitrarily punitive. This means that three Farr 36s, Steve Stroub's SC 37 *Tiburón* and the pair

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## teens

many things, but it's curious that someone trying to set an age-based world record is surprised that the media would be interested in her story. Dekker only had to look at the circus that revolved around Aussie Jessica Watson — who handled it with surprising maturity and grace — in the wake of her own solo circumnavigation, to prepare herself.

Speaking of Jessica Watson, her book *True Spirit* was released to great fanfare last month, just three months after the completion of her nonstop circumnavigation. The first part of the book recounts



John Wimer's 'Desdemona' will return to the mix in the J/120 fleet.

**cont'd**

her youth (!) and the months leading up to her departure from Sydney on October 18, 2009. While interesting and engaging, the narrative frequently gets bogged down by the many, many thanks Watson feels compelled to relate over and over again. The remainder of the book simply features her blog posts with occasional explanatory notes added. Though not necessarily a must-read, if you were at all interested in her story, it's worth picking up.

In other publishing news, it was announced in middle column of next sightings page

**big boat — cont'd**

of J/125s will actually have a chance to claim a trophy. There are quite a few returning boats, ranging from the newer — Jim Mitchell's R/P 52 defending champion *Vincitore* — to the old: Rob Sjostedt's R/P 47 *Flyer*, which had its share of success at the event when campaigned by Bill Twist as *Bladerunner* in the halcyon IOR days. Jorge Ripstein's R/P TP 52 *Patches* will join *Vincitore* and likely Mark Jones' TP 52 *Flash* — though it wasn't yet entered as of this writing — as the fastest boats in the regatta. We hope that there will be at least ten more IRC boats. But with the SoCal 52s apparently frightened of sailing on the Bay, our dream of seeing ten 52s rocking out together looks as if it will remain just that.

Keep up with all the latest developments and goings-on at [www.rolaxbigboatseries.com](http://www.rolaxbigboatseries.com).

—rob

**Head over heels — The Bay Area's JV Gilmour gets a "10" for style on this forced dismount at the St. Francis YC's 18-ft Skiff Regatta. Read all about the event in the Racing Sheet, starting on page 130.**



DAVE KEANE

# SIGHTINGS

## 30 years on *bolero*

When you're a member of *Latitude's* Over 30 Club — meaning you've owned the same boat for more than 30 years — chances are you're pretty good at sailing her. But probably not quite as good as member Tim Murison is at sailing *Bolero*, his Richmond YC-based 44-ft Island Clipper.

Merle Davis drew the Island Clipper design, and 19 of them were ultimately built at the Fellows & Stewart yard in Wilmington. Three of them were built before World War II, and the other 16, including *Bolero*, were built after Fellows & Stewart finished building PT boats for the war.

Deciding he wanted to match his sailing skills with Southern California racers in three big races in SoCal, Murison — who grew up in Newport Beach with the likes of Skip Allan and Kim Dusenberg — took *Bolero* south in April. He had done the same thing five years ago.

The first race was the classic 125-mile Newport to Ensenada Race in April. Murison and *Bolero* didn't do badly at all — they not only won Class F, but were also the top boat in the PHRF division. In fact, the only boats in the 220-boat fleet that corrected out ahead of *Bolero*

continued on outside column of next sightings page



LATTITUDE / LADONNA

Jessica Watson pulled off what Laura Dekker is finding difficult — graciousness.



SPREAD: TOM HANSEN; INSETS: LATTITUDE / RICHARD



## teens — cont'd

nounced later in the month that Abby Sunderland — who was rescued in the Southern Ocean in late June during her own nonstop attempt — had teamed up with Sarah Palin's co-author to write a book. No word on the release date.

Elsewhere in 'Sunder-Land', former youngest around Zac, Abby's big brother, was arrested on August 12 on suspicion of illegally entering a vacant home, providing alcohol to two minors, and resisting arrest. Zac told the *Ventura Star* that it was all a big misunderstanding — he had permission to be in the home, he didn't buy or consume any alcohol, and he accidentally bumped into the arresting officer. He says he plans to present evidence clearing him of any wrongdoing.

— ladonna



**Olé! Spread, 'Bolero' struts her stuff; in-set, Tim Murison did what he set out to do: win some Southern California races.**

## bolero — cont'd

were two maxis and two multihulls. Smashing!

Next up was San Diego's Ancient Mariners Sailing Society's Yester-year Regatta on May 10. Once again Murison and *Bolero* represented Northern California well against 45 Southern California boats, taking top honors in class and fleet. Smashing!

And finally there was the McNish Classic out of Oxnard on July 31. Murison and *Bolero* were second in class to some guy named Dennis Conner on his Driscoll-built S&S 51 *Brushfire*. *Brushfire* sported a 180% monster genoa that was very helpful in the predominantly light air. When one of the *Bolero* crew asked Conner about the sail, the winner of four America's Cups laughed and said, "It's just an old CCA sail that came with the boat." Was Conner pulling the crewman's leg, or did they really have Tape Drive/3DL-type sails back in the '70s?

Conner had previously announced that he was going to race *Fame*, his new-to-him 40-ft BB Crowninshield-designed gaff-rigged schooner, in the McNish. The schooner doesn't have an interior or engine, so she would have had to be towed from San Diego to Oxnard for the race. When Murison heard this, he jokingly asked the race committee if it would be all right if he removed the interior and engine on his boat, all the better to improve his chances in the light-air McNish. "That Dennis, he's always working his brand," laughed Murison.

Murison says there were three keys to his doing well in the three Southern California races. "First, having great crew, almost all of whom were old friends from the Richmond YC. Second, having a new set of Pineapple sails. And third, having tiller steering. It's silly to have a wheel on anything under 50 feet, because with a wheel you can't feel the boat as well and you don't get as quick a response. Any old dinghy sailor will tell you that."

Friends also helped Murison with the passages to and around Southern California, and for the delivery north back to the Bay. "I don't enjoy singlehanding," Murison admitted. In all, Murison spent five months in Southern California. The rest of the time he spent visiting Catalina and Santa Cruz Islands, plus leaving his boat at Newport Beach — in the slip he used to have 18 years ago — so he could return to Northern California to work. As you might expect, Murison works in the marine industry. Among other things, he's been a delivery skipper for many years.

"My first delivery was a Kettenburg 46 PCC — a long, skinny boat like *Bolero* — from Acapulco to San Diego after the '64 Acapulco Race. The boat had a gas engine, so we had two wing tanks on deck secured to the shrouds. Then we ran a garden hose from those tanks through a port and down to the main tank beneath the galley sole. It was really rough crossing from Mazatlan to Cabo, and we tore the main and had to motor beam-to in really steep seas. That meant we were rolling from rail to rail as we tried to transfer the gas from the wing tanks to the main tank. What made it funny was that the gas was so dirty that we had to filter it through a chamois to get the water out. Even funnier is the fact that every one of us in the crew smoked. It's a miracle we didn't blow ourselves up."

Having turned 65, Murison figures he's done enough deliveries to last a lifetime — although he's going to make an exception to deliver a brand new Jeanneau 50 from Victoria to La Paz in September. So what's he learned in a lifetime of doing deliveries? "Choose your boats

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**Murison says it took him 30 years to get 'Bolero' just the way he wanted.**

## **bolero — cont'd**

carefully, and never do deadlines.”

Owning a larger and older wood boat like *Bolero* isn't for sissies. “It's taken me 30 years to get her the way I want her,” Murison said. “It's lucky that my time has no value, because I've done all the work — well, almost all of it — myself. But I always made a point of never taking *Bolero* out of commission for too long, because if you do that, you'll go crazy. You have to sail your boat, too, not just work on her. Owning *Bolero* has been a lot of work, but it's also brought me a tremendous amount of satisfaction.”

— richard

## **galilee harbor celebrates 30 years**

If you believe ‘you can't fight City Hall’, the story of Sausalito's Galilee Harbor may change your mind. As local historians will confirm, maritime operations of one sort or another have taken place at the property, which lies at the foot of Napa Street, since the 1880s, when Italian fishing families lived there and built traditional *feluccas* right on the beach. A wide variety of sailors, shipwrights, artists and free-thinkers have lived in the area ever since.

The height of activity came during WWII, when barges were built there to assist in the war effort, and a succession of other boatbuilding operations followed. But by 1980 the yard and adjacent Napa St. Pier had become substantially run down, which inspired a developer to show up at 6:00 a.m. on August 4 of that year and begin bulldozing the boat-building sheds that stood on that prime waterfront real estate.

The salty residents of the area weren't about to roll over without a fight, however. By 4 p.m. that same day they'd secured a restraining order, and began marching on the long path to legitimacy. They eventually formed a non-profit corporation and bought the land and water parcels from the developer. But it took 18 years of negotiation with the city and the BCDC (Bay Conservation and Development Commission) before the community association finally received permits to build a legal live-aboard marina. The goal was to provide low-cost housing for artists and maritime workers, thereby helping to preserve a portion of Sausalito's working waterfront.

Last month, on August 7, some of the same folks who'd fought the good fight three decades earlier — and many newcomers — were on hand to celebrate the 30th anniversary of the Galilee Community Association at its Maritime Days festival. The Association will soon implement phase two: construction of a wooden boatbuilding shop where tenant shipwrights can practice their craft.

In addition to listening to the wide range of local musicians who entertained throughout the day, visitors perused flea market stalls, learned about traditional lofting techniques from Arques School maestro Bob Darr, toured houseboats and the Chinese junk replica *Grace Quan*, took free boat rides aboard the Spaulding Wooden Boat Center's historic sloop *Polaris*, and sampled homemade pies. But the visual highlight was undoubtedly the dinghy racing, where determined helmsmen braved shifty winds and 30-knot gusts to run a buoy course within sight of the festival. Many raced boats they'd built themselves.

Speaking of hand-built boats, another highlight was the raffle drawing for a brand new 11.5-ft shellback dinghy, built recently as a promotional fund-raiser for the Association by shipwright Anton Hottner of North Bay Boat Works. The grateful winner was Victoria Colella, author of the *Wooden Boat Tour* guidebook.

At one time the historic turf now known as Galilee was doomed to be paved over by modern development. But today, thanks to the determined efforts of its residents, the Harbor's status as a working waterfront community seems to be permanently secured.

— andy

## **but will it**

When it comes to the best size of government and the importance of individual responsibility, the publisher of *Latitude* and the editorial board of the *New York Times* couldn't be more diametrically opposed. Nonetheless, we read the *Times* every day, because it's free, because it has a lot of information that's hard to find elsewhere, and because it's important to know how people — in what they are convinced is the center of the universe — think everyone else should conduct their lives.

But there are some good articles in the *Times*, too, such as the interesting and



COURTESY VICTORIA COLELLA

**Celebrate good times — (clockwise from above), Victoria Colella won the big prize — a handbuilt skiff by Anton Hottner — at Maritime Days; mmm, pies; Spencer goes for a ride; Galilee's artistic mailboxes; crowds browsed and listened to music; Hans List tried to hold it together for the dinghy race, but ended up capsizing. Oops!**



## make you happy?

timely piece by Stephanie Rosenbloom on August 8 titled 'But Will It Make You Happy?' The article asked what purchases make consumers happy and/or fulfilled, a question of growing importance now that most Americans have less money to spend and, because of circumstances, are much more inclined to save.

Once the basic necessities of life are taken care of, it turns out that spending money on an experience — “such as concert tickets, French lessons, sushi-rolling classes, a hotel room in Monaco” — produces longer-lasting satisfaction

continued in middle column of next sightings page

## the loss of *anna*

*Anna*, the year-old Atlantic 57 catamaran owned by Kelly Wright of Santa Fe, New Mexico, flipped as the result of an unusually violent squall 125 miles from Niue in the South Pacific on July 31. Both Wright, 58, a very experienced multihull sailor, and his crewman Glen McConchie, 46, of Christchurch, NZ, were picked up in surprisingly good health 17 hours later by the 250-ft *Forum Pacific*.

The big cat had to be abandoned, but three weeks later miraculously drifted through the East Reef Passage of the outer reef of Vava'u, Tonga. She was beat up against the island before being towed upside down to Neiafu. The insurance adjusters are now in charge.

It's very rare for a large cruising cat to flip. Experts tell *Latitude* it's because if you double the size of a cat, all other things being equal, she's 16 times more stable. Wright believes *Anna* is the biggest cruising cat to have ever flipped, and we have no knowledge to the contrary.

continued on outside column of next sightings page



PHOTOS LATITUDE / ROB UNLESS NOTED

# SIGHTINGS

## ***anna* — cont'd**

*Anna* was a weight-conscious version of the well-respected Atlantic 55/57 design by Chris White, who cruises extensively on his Atlantic 55 *Javelin*. *Anna* was launched by Awolplast in Valdivia, Chile, in May '09, and thereafter sailed 8,000 miles in the South Pacific. She was on her way to Tonga to help with whale research when she capsized.

There was a lot of initial misinformation about the incident, which Wright later cleared up with an extensive and very interesting blog. According to Wright, he and McConchie were sailing upwind in less than 20 knots with a reefed main and a self-tacking headsail when, at about 3 p.m., they noticed an ominous squall in the distance. Both were in the salon. Since they'd been hit by a lot of harmless squalls in the previous 24 hours, they weren't too worried. In fact, Wright says he was hoping the boat would get a good freshwater washdown. Then it happened:

"I noticed that the wind was backing to the south, so rather than beating into the wind, suddenly we were on a beam reach. I began turning the autopilot so that we would remain heading up. Then the

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## **happy**

than spending money on plain old stuff." They could have included a Baja Ha-Ha among the 'experiences', but most folks on the East Coast are too insular to have heard of it.

The article noted that Thomas DeLeire of the University of Wisconsin published research examining nine major categories of consumption, and discovered that "the only category to be positively related to happiness was leisure: vacations, entertainment, sports, and equipment like golf clubs and fishing poles."

Researchers say that one reason experiences bring so much happiness is that we can reminisce about them, and because when it comes to things like trips, we tend to remember only the good



SPREAD: SCOTT STOLNITZ; INSET VIDEO STILL COURTESY FORUM PACIFIC

## — cont'd

stuff. Both of these notions certainly ring true with us. When we get together with our daughter, now 29, and our son, now 27, and want to be sure to have fun, we recall the sailing adventures we shared from Mexico to the Med when they were very young through their teen years. The hilarious recollections never seem to stop. There were trying moments on each and every trip, but you'd never know it from the tales we tell.

Research showed that one of the big factors in reduced satisfaction with a purchase of anything was immediate gratification as opposed to having to work hard for it and having to wait for it. The article even suggests that if you're going

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**Flipped out** — Spread, 'Anna' washed ashore in Tonga, where salvors 'claimed' her, whether legally or not; inset, a still from the video of 'Anna's crew being rescued show Wright & McConchie appearing almost as fresh as if they'd just gone for a quick swim, though that's not how they report feeling.

## anna — cont'd

wind speed jumped from 18 knots to 25, then to 30, then to 35 in the blink of an eye. Both Glen and I yelled, "Let's reef!" and we bounded out into the cockpit. When I saw the anemometer in the cockpit a couple of seconds later, the wind speed showed 45 knots, so I moved to the autopilot and again tried to head the boat up into the wind. Meanwhile Glen tried to reef the jib. The wind was ferocious, however, and Glen couldn't control the jib outhaul line, so the sail started flapping wildly. I was afraid we would rip the sail — which I did last year because of my own operator error — so I shouted "What are you doing?" I then reached over and closed the jammer cleat to prevent more line from getting loose. Finally realizing that the wind was overpowering us to a perilous extent, I moved towards the mainsheet to release it. But in a flash we were up in the air, flying a hull as if we were on a Hobie Cat. I lost my balance and started tumbling to port. We hung at that position — roughly 45 degrees — for a second, then over we went. I used the 'S' word. Loudly. Glen later said the highest wind speed he thinks he saw — he's not entirely certain — was 62 knots, and that was some moments before we were blown over. So the wind speed likely got much higher."

When the cat flipped, Wright ended up beneath *Anna's* cockpit and saw all kinds of things floating around him. He swam out from underneath the cat and came up on the windward side. He described himself as being surprisingly clear-headed and not at all panicky. He climbed aboard the wing deck that bridges the two hulls. In a fascinating observation, he says his memory is "that the sun was shining, there was no wind and the seas were calm." Yet he knows that this obviously wasn't true.

Wright's first concern, of course, was the well-being of his crew. When Wright couldn't see McConchie, he pounded on the hull. McConchie knocked back, and a few minutes later looked out at Wright through one of the escape hatches in the hull, and gave him the thumbs up. When the cat flipped, McConchie found himself in an air pocket of the upturned cockpit, and made his way into the salon, where there was also an air pocket. He then moved into one of the hulls. Wright signaled McConchie to set off the EPIRB, which he did.

Bizarrely, the two men would remain separated — although just a few feet apart — for the next 16.5 hours. McConchie's attempt to smash the escape hatch open with a hammer, and then a fire extinguisher, were unsuccessful, and he didn't want to have to dive down through a deck hatch to swim to the surface — although it was something he had to do when the rescue ship arrived. [Editor's note: It's unclear to us why the 'escape hatch' couldn't be opened and used to escape. Wright would later bang at it repeatedly with an anchor, but couldn't get it to break either.] In Wright's case, he didn't want to dive down and try to enter the hull via a deck hatch. Given the seas, the choices both men made were understandable.

Fortunately, *Anna's* RIB was floating right behind the flipped cat. Wright saw it as his salvation. He secured the dinghy between the hulls and tied himself to the dinghy. "Seas washed over me, filling the dinghy, and for a time I stayed busy bailing. I soon determined that bailing out the dinghy was a useless waste of my energy, as the water came in much faster than I could keep it out." The inflatable had plenty of flotation anyway. Fortunately for both men, the air and water temperatures were warm. Nonetheless, Wright — who like McConchie was wearing just shorts and undies — would be chilled by the wind during the night. He says it was extremely fortunate they'd stored part of the awning in the inflatable, as he wrapped it around



'Anna' in better days.

COURTESY ANNA

continued on outside column of next sightings page

# SIGHTINGS

## anna — cont'd

himself as a windbreaker, and thinks it probably kept him from becoming hypothermic.

In the video of the men climbing aboard the *Forum Pacific* that rescued them, both looked to be in excellent shape. But appearances are deceiving, as it had been a hard night for both of them. "I compare it to being in a thousand fender benders, because the dinghy was ceaselessly slamming into one of the hulls and bouncing on top of the wingdeck, then would float free only to fetch up with a violent jerk on one of the lines. Moreover, waves were constantly swamping me, ripping the awning out of my hand while I used the other hand to hold on. I counted for awhile, and the most I was getting at one stage was about 12 seconds of peace before the next shock. The shocks were so violent that the 15-hp Yamaha outboard broke off its swivel and fell into the depths of the ocean. It was absolutely the most miserable time I have ever spent, and if I had been forced to suffer another day of it, I don't know if I would have been strong enough to take it."

*Anna* has 'survival pods' in both bows — which did stay dry. McConchie spent most of his time in one. But it was pitch black at night, things were sloshing all around, the batteries were giving off nasty fumes. Nonetheless, he was able to move between the hulls, via the salon, during daylight.

While both men could see the light on the EPIRB flashing every three seconds, they assumed it might be days before they were rescued. Wright says that if that had been the case, both would have improved their living conditions, and plenty of water and food were available to them. As it was, during the 17 hours before they were rescued, the 'plan-for-the-worst' Wright didn't take a sip of water, even though he had some right there in the dinghy.

At midnight, nine hours after the capsizing, a Royal New Zealand Air Force Orion, having flown 1,400 miles from New Zealand, appeared just a few hundred feet above the cat. Wright admits to being bummed that it wasn't a helicopter that could immediately lift him from his misery. "I knew we were saved, but I felt no sense of relief." The plane returned every hour to check on the two, and communicated with the crew of the flipped cat via VHF.

Wright says the night passed surprisingly quickly, and he used yoga deep breathing techniques to fool his body into thinking it was warm. But his mind played tricks — he either dreamed or hallucinated that the dinghy was floating in calm seas, and pieces of dark chocolate were carefully lined up on either side of him.

With the approach of the *Forum Pacific*, McConchie was told he'd have to get out of the hull himself. He prepared himself well, first securing a jerry jug to a line so he'd have something to hold onto once at the surface. He put on a mask and snorkel, secured a knife to his calf, and gave it his best shot. He soon managed to climb onto a hull and then stand up next to a rudder.

The video of their rescue can be seen by searching 'Atlantic 57 capsized' on *YouTube*. The first half is boring, but the rest is fascinating — and educational.

Wright says he never thought he was going to die — partly because he knew his cat wouldn't sink, and partly because he'd been through a surprising number of near disasters on boats around the world. Nonetheless, he woke up at 4 a.m. four days later in a cold sweat when he realized how close he'd come to death.

We highly recommend that everyone read Wright's entire blog at [blog.mailasail.com/syanna/14](http://blog.mailasail.com/syanna/14). It's well written and very informative.

As big cruising cat sailors ourselves, we think the most important lesson that cat sailors need to take from this accident — and we know Wright has known this for years — is that when the wind speed doubles, the force of the wind on the sails quadruples. So if the wind increases from 20 knots to 60 knots, as it apparently did in the case of *Anna*, the force of the wind on the sails increases by

continued on outside column of next sightings page

## happy

to take a Caribbean escape — say, a sailing charter — you book the boat as far in advance as possible. It might be cheaper if you book it at the last moment, but experts contend it won't make you as happy because you won't have as much time to anticipate it.

One of the experts cited in the article is filmmaker Roko Belic, who has spent much of the last several years traveling the world making the documentary titled *Happy*. Originally from a San Francisco suburb, he moved to a trailer park in Malibu because he found the San Fran-



## — cont'd

cisco surfing experience to be less than satisfying. He now surfs three to four times a week. "It definitely has made me happier," he says. It's not just the surfing, but also the fact that he's made great friends in his trailer park. "The one single trait that's common among every single person who is happy is strong relationships," he says.

How does taking off and going cruising in a modest boat with someone you love fit into all this? Pretty much like a glove, if you ask us.

— richard

## anna — cont'd

nine times! This is why a 28,000-lb cat such as *Anna* can be flipped, if the mast doesn't snap first. One of the main differences between a monohull and a cat is that if you don't reef a monohull in time, you might get knocked so far down that the masthead will be in the water, but you'll come back up. If you don't reef a catamaran in time, you can get knocked all the way over, so there is no substitute for being conservative with how much sail is set, and being alert to the possibility of a sudden and dramatic increase in windspeed. If you get surprised by a blast of wind, the sheets — particularly the main sheet — must be released immediately, and the boat headed as far upwind or downwind as possible.

The second important lesson to take from the incident is that having the proper safety equipment — as *Anna* did — can save lives.

— richard

Take it where you can — August offered only a handful of sunny sailing days, and the sailors on 'Oshun', 'Yucca', 'Polaris', and 'Temptress' took full advantage.



ALL PHOTOS LATITUDE / ROB

# DELTA DOO DAH

This summer may well come to be known as 'The Summer That Never Was'. Bay sailors are accustomed to the biting winds so typical of summer here, but this year they were less than thrilled with a persistent marine layer that hid the sun behind a veil of gray for most of the month of July, as well as much of August. In fact, according to the National Weather Service, this July was San Francisco's coolest since 1971, with an average daily high of 63 degrees (the average July high is 72). So it was with great anticipation that the participants in the second annual Delta Doo Dah — aka, Delta Doo Dah Deux — prepared themselves and their boats for a week of basking in the Delta sun.

Thought up over a bottle of wine at the company Christmas party, the Doo Dah was intended to encourage folks to explore their own backyard. Considering the entry fee was just \$49 — which included a T-shirt, burgee and swag bag, not to mention free moorage at three marinas or yacht clubs — we assumed the inaugural event's 30-boat entry list would fill up fast after registration opened on *Lectronic Latitude*, but we were surprised that it took only two days. Clearly folks were looking for a good excuse to use their boats, and we intended to show them a good time. By all accounts, that first Doo Dah exceeded everyone's expectations, and we all looked forward to a repeat performance.

Since the response was so tremendous last year, we increased the entry list to 50 for the Deux, while keeping the low entry fee, in hopes of accommodating everyone who wanted to join. With 20 more slots, we figured it might take an extra day to fill the list. Imagine our surprise when, after opening registration on March 15, we were 'sold out' within 12 hours!

Little did these eager sailors know, come July, just how eager they would be for the Doo Dah to start.

While the official start of the event was the following morning, most of the fleet gathered at Tradewinds Sailing School & Club in Richmond on Friday, July 30, for a potluck-cum-skippers' meeting. Some came by car, but many boats started their trip a little early by descending on event sponsor Marina Bay

Yacht Harbor. As the crowd huddled on Tradewinds' sheltered patio, Doo Dah'ers got a chance to see just what they'd be missing — or, rather, *not* missing — over the following week: biting winds and gray skies. "Welcome to Marina Bay, where it's always this warm," joked Harbormaster Steve Orosz.

So many delicious dishes — paella, fruit salad, enchiladas, brownies, pie

— were heaped onto the lone potluck table that another had to be put into service. The wine and beer fellow Doo Dah'ers brought to the party helped loosen tongues for the introduction portion of the evening, before 'Doodettes' Christine Weaver and yours truly ended the festivities with prizes from Trinitas Cellars, Little Venice YC and Glen Cove Marina. "You should probably know,"



ALL PHOTOS LATITUDE / DOODETTE LADONNA UNLESS NOTED



GARY RYAN



ERIK JONES



BETTY ADAMS

**The inspiration for the Doo Dah logo.**

after opening registration on March 15, we were 'sold out' within 12 hours!



# — HERE COMES THE SUN

Christine announced, "that next week's forecast for the Delta is 85 degrees and 15 knots — every single day."

The crowd roared.

Walking the docks the next morning, we saw more than one sailor decked out in full foul weather gear. "The guys are all making fun of me," said one such dressed up gal, "but I'm just gonna laugh when they're freezing their butts off out

there!"

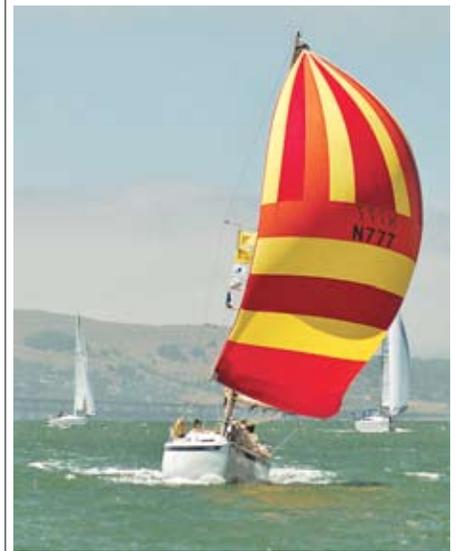
One thing's certain: while her precaution wasn't in vain, it wasn't necessary for long. Almost as soon as the fleet sailed under the Richmond Bridge around 11 a.m., the fog gave way to sun and 15 knots out of the south, making for a fantastic broad reach up San Pablo Bay.

The relief the 120 or so dreary-weary Doo Dah'ers felt upon leaving the gray

behind was evidenced by happy chatter on the event's working channel. "I want to thank the 'Doodettes' for a beautiful sail," chimed one voice. "Yeah, I'm finally stripped down to my shorts," said another. But the highlight of the gaiety was instigated by 10-year-old Elani Cassero of the Hunter 30 *Volaré* when she started a G-rated joke-telling session. "I don't think I've ever heard sailors tell such clean jokes," noted Doo Dah vet Adam Correa from the Santa Cruz 27 *Bozo*.



DANA MELLON MAJORS



**Doo Dah Debauchery** — (top row, l to r) The kids from 'Petite Sirah' and 'Bayeti' were deadly foes in battle; Potato Slough at sunset; "Again!" two-year-old Tyler Mellon Majors cried after being dropped off the Catalina 320 'La Vida' to the waiting arms of Uncle David; 'Moor'ea' barrelled through the fleet in an effort to quickly leave the fog behind; (middle row) Brian Jones isn't quite sure what to make of husband Erik's PDA; Valencio Grygier played the joker; beach party fun at Franks Tract; (bottom row) Sundowner time aboard the Catalina 42 'Neener'; 'Doo Dog' Tess from the Rawson 30 'Dora' played a mean game of fetch; Ben Mewes and Ed Dietz duke it out in dinghies; Mycah Landes paddles her stress away.



# DELTA DOO DAH

Thanks to a strong flood that lasted all day, boats reached their destinations quickly. Some broke off for Benicia or Glen Cove, while others took advantage of their speed to make it closer to Pittsburg Marina, site of Sunday's Welcome to the Delta Party.

“These are the most beautiful bathrooms I’ve ever seen,” Katherine Smith of the Pearson 35 *Carousel* gushed about Pittsburg Marina’s facilities. In fact, the marina recently completed a total revamp, including beautifully appointed heads. Once too silted-in for easy keelboat access, the marina was recently dredged, which allowed every boat in the fleet to make it in, even at low tide — though the deep drafters, such as Ben and Lucie Mewes’s Van de Stadt 41 *Georgia*, which draws nearly eight feet, may have left the next day with a little less paint on the bottom of their keels.

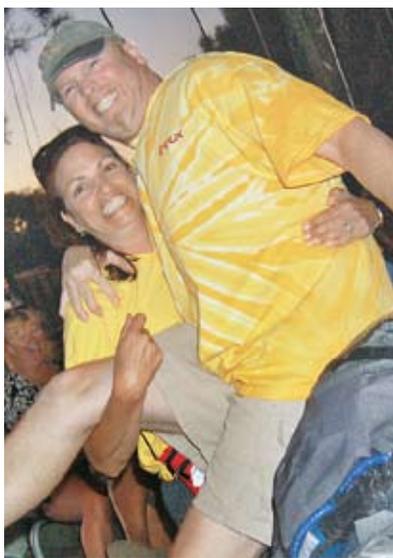
As boats trickled in throughout the day — while dodging moving targets in a high-speed waterskiing competition that was taking place just outside the marina on New York Slough — folks acclimated themselves to the warm weather by taking to the water. Stand-up paddle boards (SUPs), dinghies, and water cannons were broken out and put to good use.

Soon the rockin’ sounds of the Mike Osborn Band drew the group to the *Island Serenade*, the cruise boat belonging to party hosts Steve and Heather Ingram of Delta Discovery Cruises.

Eating, dancing, and drinking — not necessarily in that order — ensued, culminating in a second round of prize-giving, including gift certificates to Owl Harbor Marina. But even though the party was over, the socializing continued between boats late into the night.

The next morning saw a veritable exodus out of the marina as boats made their way to Bethel Island, the next stop. “I don’t know why they’re all in such a hurry,” commented Nate Oleson of the Catalina 36 *Lady Jane* as he watched the parade pass him by. “I think we’ll stick around a little while to enjoy the nice accommodations.”

Another day of spectacular sailing conditions inspired a handful of boats — the Ericson 29 *Moor’ea*, the Mariner 31 *Gitana Vela*, and the Ranger 23 *Rigel*



The official 'Voice of the Doo Dah Deux', Lucie Mewes.



— to take the 'long way' around Franks Tract, while the rest of the fleet made their way to tiny Boyd's Harbor. There, Bethel Island resident — and its loudest cheerleader — Peter Yates shoehorned everyone in with apparent ease. “We moved a few permanent boats out to anchor in Franks Tract to make room,” explained Peter.

In fact, four five-boat-deep raft-ups formed to accommodate the fleet — 47 boats, in all. For a number of partici-

pants, this was a very new experience. “We’ve never rafted up before,” Linda Stafford of the Catalina 375 *Hotel California* said — with only the slightest hint of nervousness — as we readied to throw her our lines.

In addition to marshalling the fleet into the massive raft-up, Peter, as he had done last year, organized a beach party across Franks Tract, where Doo



**Doo Dah Debauchery** — (top row, l to r) Whisker pole diving at its finest; skurfing on a SUP; the fleet crammed in like sardines at Boyd's Harbor; Katherine from 'Carousel', Peter Yates, and Katherine Anderson enjoyed the beach party as much as anyone; (middle row) Alisa and John Cassero from 'Volare' jumped for joy when they won the Ronstan Air Arch; if Brian Forster of the Newport 30 Mk II 'No Agenda' looks familiar, it's probably because you were a 'Partridge Family' fan — he played Chris; a dinghy racer gets ambushed at the finish line; 'Flibbertigibbet's Jim Adams tears across the race course; (bottom row) the girls try to lure the boys off the fun Jet Ski but the boys aren't having it; Jay and Mycah throw da shaka while Maceo stands watch; Wayne and Karen Edney spent 10 years building their gorgeous Bristol Channel Cutter 'Odyssey'; Wha'SUP? The boys battled to keep each other off the board.



Dah'ers enjoyed Jet Skis, SUPs, a Hobie cat, and sundry water toys. Peter's fiancée Katherine Anderson played hostess, providing everyone with refreshments and snacks.

The day ended with a fantastic tri tip buffet laid out by Kim and Rob Brunham, owners of The Rusty Porthole, followed by a karaoke jam session with Peter and friends.

**E**ach morning, Doo Dah'ers were treated to the 'Voice of the Doo Dah', Lucie Mewes, cheerily leading the daily net. Tuesday morning was especially busy with folks announcing their plans for the upcoming three free days, when participants get to choose their own adventure. The fleet broke up with different groups heading to Mildred Island, Walnut Grove, and Potato Slough, and a number of boats exploring on their own.

Some moved daily, others were content to simply sit in one spot, doing little more than picking blackberries, racing dinghies, hosting sundowners, or picking waterfights in which the kids from the Islander 36 *Petite Sirah* and the Islander 30 *Bayeti* soundly defeated their much-older foes (ouch!).

Friday morning — the final day of the rally — came all too soon, with that day's net concluding with bittersweet thanks to all the participants, organizers, and

# DELTA DOO DAH

sponsors. Doo Dah'ers scattered across the Delta chimed in about how much they had enjoyed their week away from the oppressive fog of the Bay, and how much they were looking forward to the Doo Dah Hoopla Party at Stockton Sailing Club, while at the same time wishing it would never end.

But what a way go out!

Stockton SC — famous for its hospitality — once again hosted the fleet, and once again impressed everyone with their generosity. Not only did they provide shuttle service to the grocery store and West Marine, but also offered up their dinghy fleet for some lighthearted racing. 'Doodette' Christine and her skipper, Jonathan Guttoff, organized the races between FJs, El Toros, and Opti-like prams — "It was a simple upwind-downwind; what we call a 'single sausage'," Christine said — offering *Latitude 38* hats to everyone who started. That simple bribe brought out 17 eager racers who gave every indication of having a total blast.

"I haven't sailed an El Toro in de-



TOM PRICE

**Tom Price hosted three wounded vets aboard his Beneteau 473 'Vitesse'.**

cares," hollered Richard Schaper of the Catalina 30 *Ebenezer II* as he scooted by. "I haven't had so much fun either!" He must not have been lying, as he turned around for a second lap after finishing first in his class.

As soon as the racers returned to the dock, their noses dragged them up to the pavilion where the club had laid out its always-scrumptious BBQ dinner. Before the classic rock band Last Call got every-

one on their feet, we Doodettes doled out the remaining prizes, including items from Sol Light, Port Visors, Shockles, and the much-coveted inflatable boom tent from Ronstan — which had been thoroughly tested aboard one 'committee boat' for the duration of the Doo Dah (see [www.deltadoodah.com/sponsors](http://www.deltadoodah.com/sponsors) for the full list of prizes).

During one late-night jam session on Potato Slough, someone suggested writing a Doo Dah anthem, one that perfectly described the event and its effect on the fleet. A few songs later, we realized that George Harrison had already done it for us:

***Little darling, the smiles returning to the faces***

***Little darling, it seems like years since it's been here***

***Here comes the sun***

***Here comes the sun***

***And I say, it's all right***

— **latitude /ladonna**

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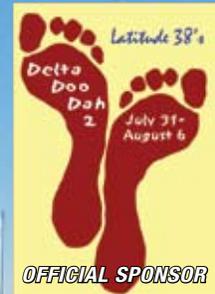
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# LITTLE BOATS,

For many years we at *Latitude* have been trying to pound home the importance of being ultra safety conscious when riding in a dinghy. We were initially motivated by something like six people being killed in a horrific two-dinghy accident in the Caribbean in the '80s. Then, about 15 years ago, the owner of a Long Beach-based Bowman 57 was killed by a panga in a hit and run accident at Punta Mita, Mexico. Our concern grew a few

*"The main bones in both my arms had 90-degree breaks and were attached to my body by little more than skin."*

years ago when a couple riding their slow dinghy into the harbor at Gustavia, St. Barth, to celebrate their just-completed circumnavigation, were overtaken by the Kiwi skipper of a megayacht operating a big inflatable at high speed. If memory serves us, the man in the smaller dinghy was killed and his wife lost her leg.

While he wasn't in his own dinghy when the accident happened, Max de Ram, a Swiss sailor for whom a Northern California friend often crewed in the South Pacific, was severely injured in another dinghy accident. De Ram was swimming near his just shaken down Gunboat 66 cat at an anchorage off Corsica when he was almost hit by some Italians in a dinghy. When the dinghy operator threw the engine into reverse to get farther away, it sucked de Ram's arms into the spinning prop. De Ram suffered such severe damage to his arms

and other parts of his body that he was in the hospital for months. The 70 year-old lifelong sailor is still alive, but he's a shadow of his once-vibrant self, and had to sell his catamaran.

The victim of the most recent dinghy tragedy we have to report is 59-year-old Giles Finlayson of Encinitas, who was severely injured and nearly killed off Langkawi, the popular island stop for cruisers off the west coast of Peninsular Malaysia. The terrible accident happened in late December, in the fourth year of Finlayson's sailing/surfing safari aboard his Newport 41 *Petrel*.

The son of prolific actor, director and writer Robert Douglas — who dropped his last name for professional purposes at the urging of studio chief Jack Warner — Giles remembers Elizabeth Taylor coming over to swim nude in their pool every week, and was pushed into surfing by Rex Harrison in front of the actor's Malibu home. But instead of 'going Hollywood', Finlayson became a Southern California all-around waterman, enjoying surfing, sailing, diving and paddleboarding along the coast and out at the Channel Islands. He not only paddleboarded from Catalina to Manhattan Beach 10 times in the Catalina Classic, but also four times from the Isthmus to Point Vicente in another competition, and yet another three times on his own. His best time in the Classic was 5 hours and 59 minutes. "I've been in tune with the ocean my whole life," he says.

Finlayson worked as a contractor on a lot of big custom homes in Malibu

and Los Angeles, and eventually bought a Newport 41. While he's owned his Newport 41 for 20 years, he didn't catch the cruising bug until '03. He got the bug at a most unusual time — while doing a Baja Bash aboard Dennis Conner's R/P 47 *Stars & Stripes* following the '03 Puerto Vallarta Race. As a result of seeing the light on the Bash, Finlayson committed himself to going on a long sailing/surfing safari.

To quickly summarize Finlayson's sailing adventures to date, almost all of which have been singlehanded, he departed for Mexico in the fall of '05, and in the spring of '06 started his 27-day passage to the Marquesas. He spent Christmas of '07 in Tahiti and Christmas of '08 in Australia — where he'd been thinking about immigrating until he found out more about all the dangers lurking in the waters of northern Queensland. After doing the Sail Indonesia Rally, followed by the Sail Malaysia Rally in '09, he spent Christmas of '09 at Langkawi, Malaysia.

In one of the strangest coincidences we've heard of, as part of the Sail Malaysia Rally, Finlayson, who isn't the biggest group kind of guy, joined a tour of the Loh Guan Lye Specialist Centre, which is a hospital in the Malaysian megalopolis of Penang. He and other rally members were given a tour of the upper floor Presidential Suite of the hospital. "If I ever need treatment," Finlayson jokingly told one of the members of the group, "this is where I'm going to come." It was harrowingly prescient, for three weeks later, on December 27, Finlayson was the victim of a terrible accident that would result in his spending close to four weeks recuperating in that very Presidential Suite.

ALL PHOTOS LATITUDE/RICHARD



**By coincidence, the Wanderer was in Langkawai two weeks after 'Finlayson' was run down. He took this photo of a typical Malaysian fishing boat in the same spot where Finlayson and a fellow cruiser were run over and left for dead, apparently to the dismay of none of the local law enforcement.**





to keep his head above water. It was then that I realized that he had no use of his arms. With Giles kicking his legs, I managed to get him back to the dinghy and pull him in. I then called to the offending boat for help, but the skipper, who was wearing a white hat or turban, just motored away at speed.”

Fortunately, another fishing boat came along and towed Giles and Geoff — still in Geoff’s dinghy — the short distance back to the fuel dock. A Canadian doctor on a cruising boat administered first aid to try to stop the bleeding. An unconscious Finlayson was then taken to the local clinic in Langkawi, where the staff decided that his injuries were beyond their capabilities. He was put on a small ferry and taken to a Muslim government hospital in Kedah, the state capital of Alor Setar. Finlayson did not have the best experi-

**D**uring an interview aboard *Profligate* last month, Finlayson told *Latitude* about the accident.

“Longtime Perth sailmaker Geoffrey Moore of the Adams 42 *Beach House on the Moon* and I had just filled our 10 jury jugs with gas and diesel at the fuel dock at Telaga Harbour — which is an imitation Med harbor and marina protected by two big artificial islands — and put them in the dinghy. It was about 3 p.m., and we began to motor out the narrow entrance channel. Before we passed the lighthouse at the end of the channel, I sensed that Geoffrey had suddenly sped up, so I looked down at his hand on the throttle. As I did, the bow of what I would later learn was a 30-ft wooden fishing boat doing 20 knots, suddenly came into my field of vision.

“I instinctively covered my head with my arms and tried to bail out of the dinghy. But there wasn’t time. The next thing I knew, both of my arms had been severely injured by the prop. The main bones in both arms had 90-degree breaks, and both arms were connected to

***Although Finlayson is all too familiar with how one’s life can change in an instant, he can still smile and considers himself lucky.***

my body by little more than skin. There was blood everywhere, and in my dazed state of mind I assumed that I was going to die. Just before losing consciousness, I saw that the fishing boat had stopped about 150 feet farther along. I was later told that Moore repeatedly yelled at the man to come and help, but he simply took off in the other direction. Nonetheless, I’m a walking miracle, because it was truly miraculous that Geoff was able to get me back into the dinghy before I drowned.”

In writing about the incident, long time cruiser Fred Roswold of the Seattle-based *Serendipity 43 Wings* quotes Moore as follows: “I saw Giles in a pool of bloody water and gasping to stay afloat. I dove into the water and swam to him

ence there.

“Among other things, the bones in my arms weren’t properly aligned, so they subsequently couldn’t heal, not all of the screws were put into one of the plates attached to the bone, and one of the screws for the plates was interfering with a nerve. And despite my calls for water that night, none of the nurses would bring me any. When the doctor visited me the morning after the opera-

***Telaga Harbour, an imitation Med-like marina, located at Langkawi, Peninsular Malaysia. This photo was taken from the fuel dock.***



# LITTLE BOATS,

tion on my arms, he was surprised to see a pool of my blood on the floor. He told me I needed a transfusion."

Finlayson was then transferred to the Loh Guan Lye Specialist Centre in the big city of Penang, and put in the very Presidential Suite he'd visited on the tour a

*"They didn't have cutting edge technology, but it was beautiful how they cared for me."*

short time before. "I was in such terrible condition upon arrival that they made me put my thumbprint to a document that said they wouldn't be responsible if I died. But the people at that hospital, who represented a variety of religions, were absolutely fantastic. They may not have had the cutting edge technology we have here in the States, but there were three or four people with me at all times, and they did their very best with what they had. It was just beautiful how they cared for me, particularly Nora Beh, an executive at the hospital who had guided the tour I'd taken several weeks before."

After a month stay in the hospital, Finlayson was offered the free use of a magnificent penthouse by Mr. Oh Kean Shen — 'Mr. O' — a wealthy Malaysian who owns, in addition to a bank and other stuff, a large shipyard that serves the huge Malaysian fishing fleet, the Malaysian Navy and the Malaysian Coast Guard. Out of the goodness of his heart, Mr. O stopped by the hospital three times to see how Finlayson was doing, and was about the only one who tried to get Malaysian authorities to catch the

**So far eight screws and one plate — see penny for size reference — have been removed from Finlayson's arm. But the fix-it work isn't done.**



perpetrator.

Ultimately, Finlayson declined Mr. O's generous offer of the penthouse, because he didn't want to be stuck in a huge city where he didn't have many friends, particularly in his very weakened condition. So for a month Finlayson took up residence in a \$100/night waterfront room at the five-star resort at Rebak Island, Langkawi, just a few miles from the site of the accident. Finlayson says that Samir, the manager of the hotel, and his staff couldn't have been more kind or helpful. "The people there were the nicest people in the world." In addition, he was visited frequently by Moore, and given much care by Helen MacKinnon, Moore's girlfriend. Another benefit of the location is that it has a boatyard popular with world cruisers. Friends brought *Petrel* to the yard, where she remains hauled out today.

Finlayson arrived back in the United States on April 1 thanks to the help of many friends. Mike Perry, an American living in Australia, J.P. Cruise, a paddleboarder/surfer/sailor from Manhattan Beach, and Leslie Baron were three of the most instrumental in raising enough money to bring Finlayson back to the States, and to fly Paul Parizeau, a racer out of the San Diego YC, down to Malaysia to accompany him back. He was in no condition to carry his X-rays, let alone his baggage.

Since his return and getting set up at his home in Encinitas, Finlayson has been seeing Dr. Nicholas Rose, a hand and arm specialist in Newport Beach, to try to undo the damage done at the first hospital in Malaysia. When Finlayson visited with us aboard *Profligate* in San Diego in mid-July, he'd had a total of three operations, and was slated to have another so he could close the fingers on his right hand. "My advice to anyone with serious injuries such as mine is to try to get back to the States for medical care. If you have a relatively simple medical issue — such as a gall bladder problem — it's not a big deal in the Third World, but for complicated medical problems, I think the U.S. has the best doctors."

When we saw Finlayson in July, he had limited use of his



hands and arms. He told us that he'd tried swimming twice, but couldn't yet fully extend one arm, and wasn't able to close the fingers of his right hand. In addition, both his arms are extremely weak. He goes to the gym regularly, but so far his doctor has limited him to 10-pound weights. For a guy used to going up and down his mast by himself, and paddling 32 miles across the Catalina Channel, it's been very difficult to accept his injuries. But to use one of Giles's favorite expressions according to the gang at Two Harbors, "It's going to take a bullet to stop me."

Mental health is, of course, just as important as physical health. Finlayson says he relives the accident every day, and he understandably has some good days and some bad days. But generally speaking, he's just thankful to be alive and have the care and concern of friends. His ultimate goal — as one would expect

## — BIG IMPACT



***We love the panganeros of Mexico, but sometimes they operate their boats at reckless speeds. If the panga's high bow keeps you from seeing the driver, you know he can't see you either.***

of a consummate waterman — is to get back to his boat and resume the cruising he loved so much. As such, his limited exercise regimen includes pulling on lines, as he will have to do with halyards if he can resume cruising. Despite the prospect of a long period of recovery, Finlayson is optimistic and determined — although he acknowledges he may have to cruise with crew.

Just prior to going to press, we spoke with Finlayson again, and learned he'd had another operation a few days before. "Dr. Rose realigned my radius bone — which had been snapped in half in the accident — on my right arm and put in a new titanium plate. The bone had never healed because it hadn't been properly aligned, and they'd put the plate in crooked without enough screws. The old hardware had been riding on the ulnar nerve, which prevented me from being able to close the fingers on my

right hand. But now I can grab things with my right hand again! It's incredible news. When I told Dr. Rose the next day, he just started laughing with joy.

"Being able to close the fingers on your hand may not seem that important to some, but if you're a swimmer or paddleboarder or sailor, it's critical," says Finlayson. "I have so much to be thankful for. I'm so lucky. It's going to take about a year for my right arm to heal again completely, at which time I hope to have 80 to 90% of normal use. I'm cautiously optimistic."

The trouble with Finlayson's left arm is a problem with the elbow that prevents him from being able to stretch it out all the way. "When I stretch, my left arm is three inches shorter than my right arm. It results in major limitations, so Dr. Rose is thinking about operating on it in December. My hope and goal is to be able to singlehand again, but I'll just have to see. Every day is a new day, and I do what I can to get exercise. After all, I

know that I'll need every ounce of muscle if I'm to singlehand again."

According to *Wings'* Fred Roswold, Finlayson is not the only cruiser to be a victim of a hit and run in Malaysian waters. Roswold reports that the crew of the yacht *Bara* were run down by an outboard-powered tour boat while traveling in their dinghy off the Hole in the Wall Restaurant near Langkawi. That accident was witnessed by a local businessman, who identified the operator of the tour boat that fled the scene. Restitution was paid.

Roswold also reports that Joel and Christian — no last names available — of the yacht *Maeva* reported being hit on two separate occasions while in their dinghy by boats traveling at high speed. They now carry — and wave — a giant Malaysian flag whenever they are in their dinghy and are approached by a fast boat. While neither Joel nor Christian was injured in the two incidents, their Zodiac inflatable and their outboard were destroyed. In the one case, the tour operator acknowledged his company's responsibility and paid for some, if not all, of the damages.

The consular staff at the U.S. Embassy in Kuala Lumpur told Finlayson that there was another American cruiser who had been the victim of an on-the-water hit and run. The embassy wouldn't provide the sailor's name, but on May 25 of last year, the *Bangkok Post* reported that Kenneth Wayne, a 63-year-old American sailor, had gone missing off the east coast of Malaysia after his boat had been hit by an unknown vessel. For what it's worth, in general the U.S. embassy in

***Giles hopes not only to be able to fully extend his left arm, but also to regain enough use of both arms to continue on around the world.***



# LITTLE BOATS, BIG IMPACT

Malaysia wasn't particularly helpful to Finlayson. For example, they promised to visit him on several occasions, but never did.

After Finlayson's accident, Moore filed a police report on his behalf and provided a detailed description of the operator of the vessel and the boat. But life is cheap in that part of the world, so the authorities don't seem particularly motivated. Besides, there are 10,000 fishing boats in Malaysia, and most of them look similar to the one that hit Finlayson. The authorities at Langkawi did hold at least one public meeting with tour operators to highlight the problem. Concern was expressed, but Roswold doesn't think much if anything has changed.

"Operators of the fishing and tour boats in Malaysian waters still get little in the way of training, licensing or supervision. On-the-water law enforcement



**The famous 'long-tail' boats of Thailand are notorious for being loud — and being operated in a reckless manner. Watch out!**

is notably absent. The Telaga Harbour waterway where Finlayson was hit still doesn't have a posted speed limit. So the situation for cruising yachtsmen riding in their dinghies in Malaysia remains dangerous. One must also suspect that the same is true in Thailand, where the many high-speed long-tail boats would be just as dangerous."

But we at *Latitude* must remind all sailors that terrible dinghy accidents aren't limited to Southeast Asia. They happen all over the world, and because they often happen in resort or vacation areas, they usually aren't well-publicized.

You simply cannot count on anyone but yourself to watch out for your safety, no matter if you're in a dinghy off Mexico, Morocco or Malaysia. Since you're always vulnerable in a dinghy, you must constantly be on the alert for developing threats. It's not that hard, but you have to be vigilant. And if you're in your dinghy at night, make sure it's well lit, and keep your eyes peeled for unlit boats and dinghies being recklessly operated at high speed, for they are everywhere. As has been tragically proven too many times, they can maim or kill you.

— **latitude**/rs

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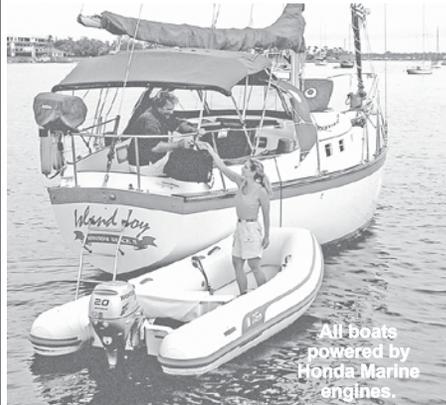
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# FAST, ROWDY & FUN —

It takes most cruisers years of planning and preparation before they're ready to tackle a patch of ocean like the South Pacific. But when they finally do become psyched up and fully supplied, it's mighty tough to deter them from their long-anticipated travel plans. Per-



**Michael and Gloria of 'Paikea Mist' celebrate crossing the equator — at 8 knots in 12-ft seas — with a cup of Mexican grog.**

haps that's why — despite a struggling world economy and threats of a strong El Niño influence on South Pacific weather — more boats registered for our 2010 Pacific Puddle Jump Rally than any time in its 15-year history. The final tally: 217 boats from 19 countries!

As regular readers know, ever since *Latitude* editors coined the phrase Pacific Puddle Jump years ago, we've dedicated a lot of time, effort and ink to celebrating the annual springtime migration from the West Coast of the Americas to French Polynesia. Why? Because we think making that passage is a major accomplishment within the realm of sailing. If you were to circumnavigate via the tropics, this 3,000-mile crossing would be the longest stretch of open water you'd face where you had no chance of a stopover en route.

We should clarify that we use the word "rally" very loosely when referring to this international collection of boats and crews. Although the majority of them typically jump off for Polynesia from either Puerto Vallarta, Mexico, or Panama City, Panama, others leave from a variety of points along the West Coast — and it's pretty rare for even two boats to set sail on the same day. So, in contrast to more highly structured cruising rallies with specific schedules, where entrants pay a fee to be shepherded by a committee boat, the Puddle Jump Rally is merely a loose association of westbound crews who trade weather info and get to know each other along the way via HF radio

nets. Many never actually meet face to face until they arrive in the islands.

This year, after we worked out a sweet deal for fleet members with Papeete-based Tahiti Yacht Agents, new boats started signing up for the rally in droves. For a small fee, all fleet members got exemptions from having to post the normally required security "bonds" upon arrival. Plus, they got cleared in and out, and were allowed to buy fuel duty-free.

Shortly before the optimum springtime weather window opened up, we helped foster camaraderie within the fleet by hosting PPJ Kick-off Parties at the Vallarta YC (February 6) in Nuevo Vallarta's Paradise Village Resort, and at the Balboa YC in Panama City (March 6). Then in mid-June we joined forces with Tahiti Tourism and the Papeete Port Authority to welcome the fleet to Polynesia at the three-day Tahiti-Moorea Sailing Rendezvous (featured in our July issue).

So how did this year's crossing compare to previous years? Well, whether you blame it on El Niño, global warming, global cooling, the alignment of the stars and planets, or the Obama administration, the fact is that this year's crossing seemed to be a bit windier than usual with lumpier seas. And, of course, there were practically as many reactions to those conditions as there were boats in the fleet.

Some, who'd done a number of previous ocean crossings, thought this trip was relatively easy: "The passage was quicker than planned and easier than our prior passages," reported Bill and Sue Grun of the Colorado-based *J/160 Avante*. They set out from the Galapagos in mid-April. Others thought the confused seas whacking them from several directions — especially north of the equator — were going to drive them bonkers. "There were some rough days when just getting out of the berth was a chore," remembers Alex Viterbi of the California-based *Hylas 49 Terrapin Flyer*. He left from Cabo San Lucas in late April.

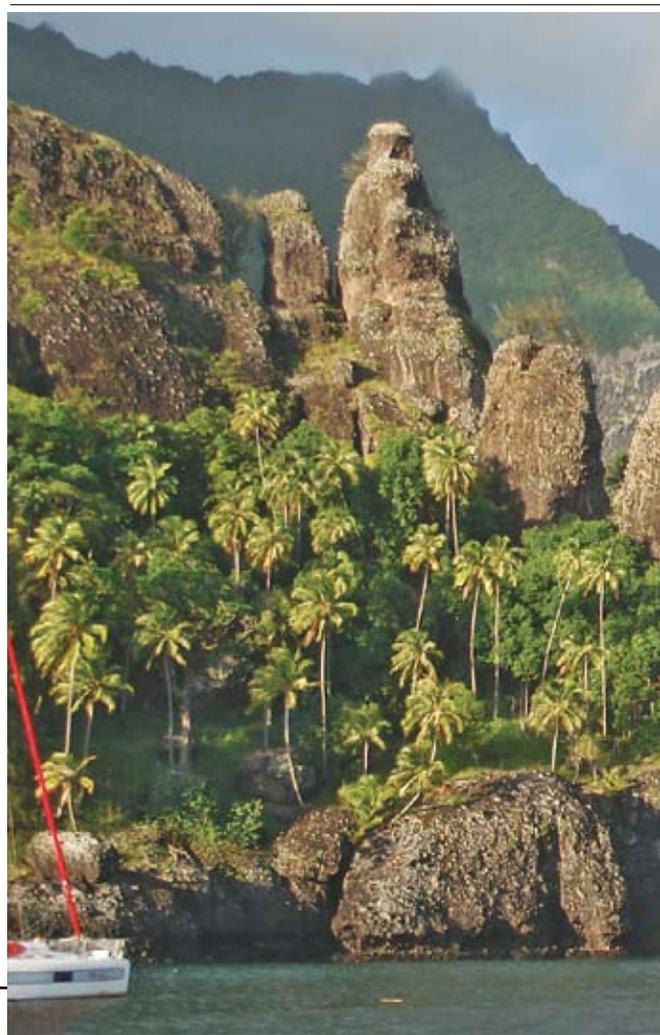
Of course, making generalizations about conditions in such a vast pool of water is about as useful as an empty can of Hinano beer.

But *generally*, boats crossing via the Galapagos seemed to have a smoother time of it this year.

Behan Gifford of the Washington-based *Stevens 47 Totem*, who stepped up early on to act as one of several de facto group leaders, summarized her family's

*"We bobbed around in the doldrums, and screamed along in the trades."*

crossing this way: "Overall, much of this passage was right out of the textbook. We left (out of Puerto Vallarta) with the evening land breeze and sailed our way offshore. Things broke, but nothing serious. We bobbed around in the doldrums, and screamed along in the trades. We reefed and unreefed countless times. In fact, my husband Jamie and our crew-



# PACIFIC PUDDLE JUMP RECAP

man Ty were downright slaphappy when they wrestled with the reefing lines for the 12th time one afternoon."

One aspect of this year's crossing that was shockingly unique compared to previous years, was the number of emergencies. A severe crew injury led to a mid-ocean medevac, and two other fleet boats had to be abandoned at sea — all were 'firsts' in the Rally's history.

On April 1, while sailing in strong winds and big seas close to the exact middle of the passage, an accidental jibe aboard Rudy Heessels' Washington-based Beneteau First 36s7 *Wind Child* resulted in life-threatening injuries to crewman Michael Kalahar, 57. The colossal effort (detailed in our May issue) to save his life would inspire any red-blooded American to stand up and salute the stars and stripes. Like a scene out of

*End of the rainbow indeed. We've run a lot of images of Fatu Hiva's Bay of Virgins before, but this one says it all.*

*The Perfect Storm*, four specially trained Air National Guardsmen parachuted onto the scene in the dark of night from a long-range Coast Guard C-130. The parascuemen were able to stabilize Kalahar, then later transferred him to a Liberian-flagged container ship and stayed with him until they and their patient could be airlifted to a U.S. medical facility by a flock of four Marine Corps aircraft. We're happy to report that Kalahar is now A-okay.

On May 12, British skipper Robert William Marshall, 42, and his Taiwanese fiancée Yung-Ching Cheng, 29, were taken aboard a Belgian tanker after their Westsail 32 *Stray Dog* began sinking from unknown causes while en route to the Marquesas.

Six weeks later, long after successfully completing the Jump, newlyweds Louie van Praag, 36, an Australian, and his



American wife Alicia, 27, had to abandon *Tar Baby II* after dismasting near Niue. Ironically, she too was a sturdy Westsail 32. The young couple was picked up safely by a Taiwanese longliner.

As you'll see by the table on the following page, most of the fleet suffered breakage that's fairly typical: blown sails, uncooperative autopilots, broken gooseneck fittings, etc.

But at least two boats had to abort their crossings, and turn back to Mexico to make repairs. Jeff and Judy Wahl's Polynesian dreams were put on hold when their South Dakota-based Wellington 47 *Island Mistress* took on water that ruined essential gear. They returned safely to PV. Don and Marie Irvin had to turn back *twice*: "Both times we were close enough that it made sense," explains Don. Once they finally got going again in late April, though, their luck improved dramatically: They saw better weather than most boats that had departed before them, and made the crossing aboard their Hallberg-Rassy 46 *Freezing Rain* in 22 days.

As we've been told by hundreds of offshore sailors, a long ocean passage tends to be a blend of highs and lows. For most of this year's Puddle Jumpers, the lows were days in the doldrums with little or no wind, frightening squalls, and/or the simple monotony of day after day alone on the ocean. But the low point for Doug Schuch of the USVI-based Morgan 46 *Fellow Traveler* was when he was forced to make an unplanned pit stop at the Galapagos after his crew became



# FAST, ROWDY & FUN —

anxious and wanted to get off. Undeterred, however, Doug completed the 3,000-mile leg from there to Polynesia's Gambier archipelago singlehanded.

For Bill and Kathi Cuffel of the Seattle-based J/42 *Jarana*, one of the lows was "having to fight off the booby birds that tried to land on the boat. The cheeky devils were very persistent and fought back!" says Kathi.

For Frank and Karen Taylor aboard the North Carolina-based St. Francis 50 cat *Tahina*, a definite low was noting how little marine life they saw offshore, then coming across "15 large Japanese fishing vessels line-fishing the heck out of the waters in grid patterns."

As Alex on *Terrapin Flyer* notes though, once a long passage has been



As Lori of 'Trim' can confirm, one chore that every passage-maker has to attend to before setting out is buying and storing provisions.

completed, "the high points are much more easily recalled: Each sunset was a time for celebration; the serene, sublime days of sunshine that blended into one another; and, of course, fresh sashimi."

The highs also make much better reading. Vince Wawrzynski of the San Diego-based Catalina 45 *Fidelis* recalls, "The high point came 300 miles west of the Galapagos when the tuna were biting everything I offered."

Gene Dennis and Gloria Watson of the San Carlos, Mexico-based Island Packet 44 *Pincoya* say, "The highest point for us was in the northern trades using our gennaker for six days and nights — a

## 2010 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From / Date	Landfall & Date	Days Xing	Miles Xing	Eqtr X Long.	Engine Hours	Best 24 Hr	Worst 24 Hr	# Fish Cght	Breakage & Breakdowns
<i>A Cappella</i>	Valiant 42	Ed & Cornelia Gould	Half Moon Bay, CA	Galapagos 4/15	Hiva Oa 5/5	19	3,000	N/A	24 hrs	200	113	0	mainsail tear
<i>Alobar</i>	Island Packet 350	Joel Ungar	Santa Barbara	N/A	N/A	27	N/A	N/A	N/A	N/A	N/A	N/A	genoa tear
<i>Aphrodite</i>	Amel Maramu 46	Tom Deasy & Mary Ellen Mullane	Santa Cruz, CA	Puerto Vallarta 5/10	Hiva Oa, 5/31	21	2,974	130°	70 hrs	195	80	5	Ham/SSB problems; mainsail tear
<i>Avante</i>	J/160	Bill & Sue Grun	Telluride, CO	Galapagos 4/17	Hiva Oa 5/3	16	3,070	91°	6 hrs	240	150	6	generator impeller failed
<i>Bint al Khamseen</i>	Caliber 40	Ken & Susan FitzGerald	Seattle, WA	La Paz, MX 3/17	Hiva Oa 4/10	24	N/A	131°	141 hrs	155	N/A	0	blocks on wind vane system
<i>Delos</i>	Amel 53	Brian Trautman & Erin Russ	Seattle, WA	Mexico 3/26	Hiva Oa 4/21	18	2,900	130°	30 hrs	199	120	4	generator; propane hose broke
<i>Dignity</i>	Lagoon 41 cat	Helen & Steve Southwood	New York, NY	Galapagos 4/12	Fatu Hiva 5/3	21	2,984	N/A	N/A	195	80	4	blown light air sail
<i>Dream Caper</i>	F/P 42 cat	Portia Igarashi & Steven Stecher	Corte Madera, CA	Galapagos 4/17	Fatu Hiva 5/6	19	2,889	N/A	43 hrs	192	123	3	turnbuckle toggle; blown spinnny; etc
<i>Elixir</i>	F/P 42 cat	Dr Simon & Jane Elix	Darwin Australia	Puerto Vallarta 3/30	Nuku Hiva 4/19	20	2,800	129°	80 hrs	180	100	10	lost topping lift; freezer defrosted
<i>Fellow Traveler</i>	Morgan 46	Douglas Schuch	St John, USVI	Panama 3/16	Gambiers 4/18	33	3,816	88°	80 hrs	165	81	2	eng freeze plug & wtr pump failed
<i>Fidelis</i>	Catalina 45	Vince Wawrzynski	San Diego	Panama City 3/15	Nuku Hiva, 4/12	26	4,000	105°	8 hrs	211	130	10	lost a lure to a monster fish
<i>Fly Aweigh</i>	Catalina 45	Allan & Alison Gabel	Channel Islands, CA	Puerto Vallarta 3/23	Hiva Oa 4/14	22	N/A	129°	70 hrs	165	80	0	halyard shackle; AIS failure
<i>Freezing Rain</i>	Hallberg-Rassy 46	Don & Marie Irvin	Astoria, OR	Puerto Vallarta 4/25	Hiva Oa 5/18	22	2,989	126°	59 hrs	168	112	0	watermaker; reefer; generator; etc
<i>Ghost</i>	Hanse 47	Brad & Kat McMaster	Southampton, UK	Galapagos 5/4	Nuku Hiva 5/25	21	3,000	87°	72 hrs	150	115	3	diagonal stay failure
<i>Hokimai</i>	Farr 46	Neil Burson	New Zealand	Cabo San Lucas	N/A	20	N/A	N/A	36 hrs	205	110	5	none
<i>Ile de Grace</i>	F/P cat 44	Jon & Jennifer Glaudemans	Annapolis, MD	Galapagos 3/20	Hiva Oa 4/15	21	3,000	91°	100 hrs	210	60	0	none
<i>Island Mistress</i>	Wellington 47	Jeff & Judy Wahl	Yankton, SD	Puerto Vallarta 12/1	Huatulco 1/1	...	note: boat took on water, thus major vessel mechanics were ruined; returned to PV						
<i>Jarana</i>	J/42	Bill & Kathi Cuffel	Seattle, WA	Puerto Vallarta 4/9	Hiva Oa 4/29	19	2,700	129°	24 hrs	197	98	0	autopilot drowned; spinnny tear
<i>Kamaya</i>	Stevens 50	Rayle-Berkowitz family	Hood River, OR	Galapagos 4/15	Fatu Hiva, 5/2	16	2,900	N/A	9 hrs	204	140	2	gen wtr pump; old batteries failed
<i>Kijiro</i>	Lavranos 31	John & Jean Ranahan	Lorain, OH	Galapagos 5/1	Hiva Oa 5/22	22	3,000	N/A	24 hrs	170	60	5	engine problems
<i>Mary Powell</i>	Discovery 37	Stephen Dolman	Vancouver, BC	LaCruz 3/11	Hiva Oa 3/31	20	2,817	132°	5 hrs	170	93	10	broken shroud wires
<i>Nakia</i>	Hans Christian 33	John Gratton	San Francisco, CA	Hilo, HI 4/3	Nuku Hiva, 4/22	20	2,240	140°	70 hrs	135	60	0	windvane; steering cable
<i>Nikita</i>	Hallberg-Rassy 40	David & Rae Ann Duer	Seattle, WA	Galapagos 4/29	Fatu Hiva 5/16	17	2,900	N/A	12 hrs	178	158	0	bolt broke on furling head
<i>Northfork</i>	Amel 53	Mark Hayden	Incline Village, NV	Panama 7/5	Fatu Hiva 7/21	17	N/A	N/A	25 hrs	N/A	N/A	N/A	blown sails; generator impeller
<i>Oso Blanco</i>	Nordhavn 64	Ann & Eric Bloomquist	Ashland, WI	Puerto Vallarta 4/1	Nuku Hiva 4/17	16	2,714	128°	all	212	180	2	none
<i>Paikoa Mist</i>	Beneteau Custom 50	Michael & Gloria Hanssmann	Vancouver, BC	La Cruz 3/20	Hiva Oa 4/8	18	2,730	128°	44 hrs	210	40	0	baby stay; masthead halyard block
<i>Pincoya</i>	Island Packet 44	Gene Dennis & Gloria Watson	San Carlos, MX	Puerto Vallarta 3/21	Hiva Oa 4/11	22	2,850	130°	112 hrs	180	45	4	boom separated from gooseneck
<i>Proximity</i>	Swan 41	Rod Lambert & Liz Lehmsberg	San Francisco, CA	La Cruz 3/23	Marquesas 4/16	24	N/A	126°	105 hrs	186	82	0	mileage log; wind generator
<i>Puerto Seguro</i>	Morgan 38	Esteban & Maria Font	Florida	Galapagos 4/6	Fatu Hiva 4/30	24	3,200	85°	72 hrs	150	90	6	none
<i>Pylades</i>	Van de Stadt 39	Fergus Quinlan & Kay Cronin	Galway, Ireland	Galapagos	N/A	20	N/A	83°	few	166	121	0	none
<i>Reflections No. 1</i>	Alexander 30	Alex Kao & Leah Prentice	Vancouver, BC	Galapagos 4/20	Fatu Hiva 5/15	24	3,000	88°	144 hrs	151	90	3	autopilot; snapped fishing rod
<i>Renova</i>	Cape Dory 36	John Fremont & Naomi Tabata	Campbell River, BC	Galapagos 4/9	Hiva Oa 5/1	23	3,032	N/A	30 hrs	154	106	3	furling drum; steering bearings
<i>Soggy Paws</i>	CSY 44	Dave & Sherry McCampbell	Marathon, FL	Galapagos 3/10	Gambiers 4/6	27	3,520	N/A	N/A	145	90	0	none
<i>Sula</i>	Brandlemayer 41	Betty & Herb Weston	Tacoma, WA	Puerto Vallarta 4/26	Hiva Oa 5/17	22	3,003	126°	100 hrs	180	47	0	Autopilot; heat exchanger; tranny
<i>Tagish</i>	Brent Swain 36	Brian Vezin	Vancouver	La Cruz Mexico 3/26	Fatu Hiva 4/22	26	2,850	129°	82 hrs	132	70	0	main sheet tear; shroud unraveled
<i>Tahina</i>	St Francis 50 cat	Karen & Frank Taylor	Wilmington, NC	Galapagos 4/24	Hiva Oa 5/1	15	3,103	88°	55 hrs	152	151	2	nothing significant
<i>Tar Baby II</i>	Westail 32	Louie & Alicia van Praag	Australia	Puerto Vallarta 3/14	Hiva Oa 4/12	29	N/A	130°	96 hrs	130	30	2	tiller/pilot failed; improvised repair
<i>Tenaya</i>	Hallberg-Rassy 40	Jim & Katie Thomsen	San Diego	Galapagos	N/A	19	3,965	89°	98 hrs	189	92	3	jib head shackle broke
<i>Terrapin Flyer</i>	Hylas 49	Alex Viterbi	Mammoth Lakes, CA	Cabo San Lucas 4/25	Nuku Hiva 5/14	19	2,900	135°	12 hrs	175	120	5	a few leaks
<i>Totem</i>	Stevens 47	Gifford family	Eagle Harbor, WA	Puerto Vallarta 4/1	Hiva Oa, 4/21	21	2,950	129°	30 hrs	193	103	0	SSB failed; masthead tricolor failed
<i>Trim</i>	Del Rey 50'	Ken & Lori Newell	Long Beach, CA	La Cruz 3/26	Hiva Oa 5/15	22	2,820	130°	68 hrs	178	95	0	gooseneck fitting
<i>Verite</i>	Catana 50 cat	Piersons Overseas Ltd	BVI	Galapagos 3/14	Hiva Oa 3/27	14	N/A	N/A	N/A	270	N/A	N/A	sail halyard eye & stitching
<i>Whoosh</i>	Pearson 42	Jack & Patricia Tyler	St. Pete, FL	Galapagos 4/15	Hiva Oa 5/6	21	3,113	N/A	20 hrs	193	78	0	none

# PACIFIC PUDDLE JUMP RECAP

controversial undertaking. During that time the winds were 12 to 21 knots with 6- to 10-foot seas. That really smoothed out our sailing and was very exciting."

The biggest thrill for Brian Traut-

*"Three red-footed boobies spent the night on the bow about 350 miles shy of the Galapagos."*

man and Erin Russ of the Seattle-based Amel 53 *Delos* was "diving at Isla San Benedicto (350 miles off the Mexican mainland). It added miles to our course, but we got to ride giant manta rays for a week!"

Rod Lambert of the San Francisco-based Swan 41 *Proximity* recalls, "The high was being alone on the ocean with the love of my life. Elisabeth and I were both very happy — the desolation of it was amazing and awe-inspiring."

For Mark Hayden of the Nevada-based Amel 53 *Northfork*, "The high point was when a pod of dolphins swam with us as

we headed into the Galapagos."

Aboard the Ireland-based Van de Stadt 39 *Pylades*, Fergus Quinlan and Kay Cronin recall, "High points were the stars at night without light pollution, and jumping rays."

Jim and Katie Thomsen enjoyed the "beautiful sunrises and sunsets, and the solitude," aboard their San Diego-based Hallberg-Rassy 40 *Tenaya*, plus "visits from bottlenose dolphins, Risso's dolphins, pilot whales and a sperm whale that swam right next to the boat. Also, three red-footed boobies spent the night on the bow about 350 miles shy of the Galapagos."

Aboard *Totem*, the Gifford family loved the "sunsets in the ITCZ, with spectacular clouds and colors, sharing dinner in the cockpit, and the great sailing days, when we thought, 'Now this is what people talk about!'"

The high point for Ed and Cornelia Gould of the Half Moon Bay-based *A Cappella* was clocking a 200-mile day. "Pretty good for a Valiant 42."

For Louis and Alicia on *Tar*

*Baby II* the best part of the trip was "a couple of really calm days with no wind and no swell. It is amazing how calm the ocean can be way out there," says Alicia. "The rare days when we had about 15 knots of wind and light seas were also cherished!"

Aboard the New York-based Lagoon 41 cat *Dignity*, "The high point was sailing with a pod of 30 to 40 short-finned pilot whales for two hours," recalls Steve Southwood.

"Making landfall at Easter Island after so many years of research, anticipation, and fear" was the high point for Dave and Sherry McCampbell of the Florida-based CSY 44 *Soggy Paws*.

But for Allan and Alison Gabel of the Channel Islands-based Catalina 45 *Fly Aweigh* "The best part was swimming across the equator! The wind was dead and the seas were flat, so three of us jumped overboard and swam across the equator, while the fourth kept the boat beside the swimmers. Then, as they were drying off, we drifted north again, giving our fourth crewmember a chance to swim across as well. That felt fabulous! We offered a few treats to Neptune, of

course: some wine and a popsicle."

Equator-crossing celebrations have always been an uplifting part of this transit — often involving wearing wacky costumes, sharing a toast with King



FLY AWEIGH

**After their swim, the entire crew of 'Fly Aweigh' — Allan (behind), Alison, Tiffany and Greg — dressed up to toast King Neptune.**

Neptune and forcing new 'shellbacks' to eat or drink some noxious concoction.

Aboard the San Francisco-based Hans Christian 33 *Nakia*, John Gratton recalls, "We drank some rum and poured a hefty amount over the side for Neptune. This was our fifth equator crossing, and it seems like every time we send more and more booze to the King while asking for good weather."

In the same vein, John Ranahan of the Ohio-based Lavranos 31 *Kijiro* set an unusually high bar by sharing some of his precious 1919 Angostura Trinidadian rum with the lord of the oceans.

Jack and Patricia Tyler's equator-crossing anecdote about what took place aboard their St. Petersburg, FL-based Pearson 42 *Whoosh* made us cringe: "We suited up in appropriate King Neptune and Fair Maiden costumes, positioned our camera and snapped a photo. But just then an unexpected swell tossed the boat, and the \$1,000 camera took a header from the companionway to the cabin sole." The photo reportedly turned out great, but the camera was toast.

For many sailors, one of the most impressive parts of a long crossing is making landfall. Some are overcome by



AQUILA

# FAST, ROWDY & FUN —

emotion, while others simply feel a great sense of relief.

Ken and Susan FitzGerald of the Seattle-based Caliber 40 *Bint al Khamseen* report: "We were ecstatic. Couldn't get enough of the scents of the island."

Behan of *Totem* agreed: "The smells were overwhelming — earthy, spicy, floral. . . It's amazing how your senses are sharpened by time spent on the big blue."

Ed and Cornelia of *A Cappella* note: "We were excited, but could hardly walk after almost three weeks at sea."

Brian of *Delos* says: "I felt exhilaration, excitement, and the most incredible craving for a cheeseburger and a beer."

"We were very tired, as we came in at midnight when it was pitch black," recall Dr. Simon and Jane Elix of the Australia-based Fountaine-Pajot 42 cat *Elixir*. "The next morning we awoke to the most surreal sight: the volcanic peaks of Nuku Hiva looming above us!"

**N**o matter where you set out from, completing the Puddle Jump is no small



TENAYA

**Jim Thomsen of San Diego-based Hallberg-Rassy 40 'Tenaya' strikes a pose with his catch of the day — a nice Mahi.**

feat, and the lessons learned along the way are well worth heeding. Fleet members offered the following advice to future Puddle Jumpers:

"The destination is well worth the effort! Get a long-stay visa before you leave your home country. Three months here

is definitely not long enough!" say John Fremont and Naomi Tabata of the British Columbia-based Cape Dory 36 *Renova*.

Vince of *Fidelis*: "Stay out of the mid-Pacific ITCZ. I crossed near the Galapagos with its attendant wind patterns, went to 5°S and made the bulk of my transit there. I had good winds while listening to the lamentations of others."

Ann and Eric Bloomquist of the Wisconsin-based Nordhavn 64 *Oso Blanco*: "French Polynesia is a mysterious, wonderful place with lots of adventure and things to learn."

Gene of *Pincoya*: "Bring dive gear. We would have lost our anchor gear in coral without the ability to go down and unravel it from the coral canyons. Also, get those new sails ahead of time instead of trying to make your old ones last. Bring beer and booze. We're still drinking Mexican beer here in the Societies where it costs more than \$2 per can, and vodka or rum is \$35 for a fifth."

David and Rae Ann of *Nakia*: "Relax and keep it reefed. Going slow is not a

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# PACIFIC PUDDLE JUMP RECAP

sin."

Don of *Freezing Rain*: "Make sure you have several methods of getting weather info and make sure your SSB email setup for SailMail or Winlink works before you depart. As long as you have good communications, you will have support for trouble-shooting breakdowns. Take lots of spare parts."

Brian of *Delos*: "There are really big

*"Just do it.  
Leaving the mainland  
is the hardest part."*

fish out there. Buy twice as many lures as you think you'll need, because you'll lose lots of them until you get it down. They don't need to be huge. We got large fish on small to medium lures. But only use steel leader and a minimum of 90-lb test for reels (400m) and 300-lb for

handlines. If you use a reel, buy a good quality one, not a cheapo brand. It will more than pay for itself. And bring a hatchet for splitting open coconuts!"

Jim and Katie of *Tenaya*: "Be prepared for the places you'll be visiting. Have guidebooks for land as well for as anchorages in order to get the most out of your visit. Attempting to speak the language, no matter how badly, is always well received. Smile, be humble and thankful."

Tim Rayle and Ruth Berkowitz of the Oregon-based Stevens 50 *Kamaya*: "Go to the Galapagos first and get an *autografo* (cruising permit) so you can stay a long time and really get a feel for the animals."

Alex Kao and Leah Prentice of the Vancouver, BC-based Alexander 30 *Reflections No. 1*: "Just do it. Leaving the mainland is the hardest part. Everyone stalls as much as they can, but once



PUPPY

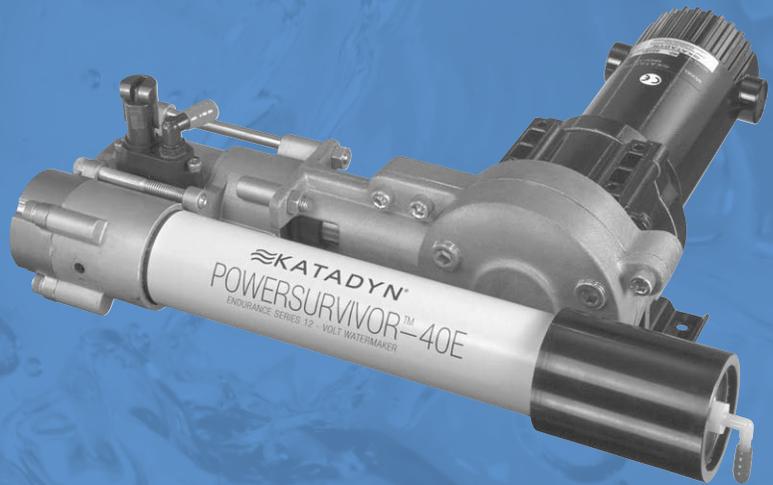
*If we had to guess, we'd say this shot of Natasha and Anatoli of the LA-based Westsail 32 'Puppy' was taken in Tahaa's Coral Gardens.*

you're off, it's good."

Brad and Kat McMaster of the UK-based Hanse 47 *Ghost*: "Keep the key boat systems simple, redundant and non-integrated, and don't set unrealistic expectations. It isn't about the miles per day, it's about arriving at the other end while caring thoughtfully for your crew and their experiences."

Rod of *Proximity*: "Don't fall into 'chasing your tail' during preparation. We

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# FAST, ROWDY & FUN —

watched many people work themselves into a near-panic trying to gather and assimilate each and every document on the Puddle Jump website, as well as attend each and every seminar. Just prepare well, then give yourself some time to relax. Also, don't be afraid to get away from the herd. Although our fellow cruisers are wonderful people, and we love 'em, there are many wonderful local people along the way you'll want to meet too."

Steve of *Dignity*: "If sailing from the Galapagos, make 2°S as soon as possible but don't cross 4°S until you reach 130°W. This keeps you in the favorable current for much longer and gives a much better sail to Fatu Hiva — which is a much more stunning landfall than Hiva Oa."

Simon of *Elixir*: "If starting from Mexico, cross the equator early and get into the southern trades and current. Once you start hooking the big fish, we found it best to heave to! Stick to the pelagic fish, as ciguatera (found in some reef fish) is *nasty*."

Doug of *Fellow Traveler*: "Don't follow



PAIKEA MIST

**About 300 miles off Mexico, Michael couldn't resist checking the view from the top of 'Paikaea Mist's mast as the breeze began to fill in.**

the crowd. Go to the Gambiers."

Joel Ungar of the Santa Barbara-based Island Packet 350 *Alobar*: "Listen and learn as much as you can. Keep lots of spares, and from time to time check the screws that hold the roller-furling foils together."

Jon and Jennifer Glaudemans of the Annapolis, MD-based Fountaine-Pajot 44 cat *Ile de Grace*: "Relax, watch for chafe, and bring a lot of books."

Dave and Sherry of *Soggy Paws*: "For those doing the same route we did — via the Galapagos, Easter Island and Pitcairn — leave a little earlier in the year, and build in some time for 'delay points'. Get the Galapagos *autografo* (cruising permit) and allow enough time in the Galapagos to enjoy it. Getting there early means you can enjoy the anchorages without having to share them with 200 other cruisers."

Michael Rafferty of the San Diego-based Islander Freeport 36 *Aquila*: "Have a watermaker, plenty of cedar plugs for fishing, and bring lots of paper towels!"

Herb and Betty Watson of the Tacoma, WA-based Brantlemayer 41 *Sula*: "If you take crew, check them out by sailing around before you make the passage. Ideally, do several overnights."

Kathi of *Jarana*: "The best advice I was given was to get audio books for my

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# PACIFIC PUDDLE JUMP RECAP

MP3 player. It saved my sanity. Also good crew really helps in every way. Ours was a total hero."

Michael and Gloria Hanssmann of the Vancouver, BC-based Beneteau 50 *Pai-kea Mist*: "Be open-minded and flexible in your approach; be willing to change routes, watches, and, of course, sails in order to make the most of your crossing. Prepare yourselves and your boats well,

*"Above all else, trust your boat. She truly is at home in the blue water!"*

and above all else, trust your boat. She truly is at home in the blue water!"

This year's Pacific Puddle Jump is one that won't soon be forgotten, as it featured a record number of entries,

several dramatic rescues, and conditions so challenging that a group of first mates has banded together — seriously — to form the Flying Wives Club, in anticipation of their boats' future ocean crossings.

For many sailors, doing the Jump is not only a *passage*, but a *rite of passage* — or an entry on their 'bucket list' — that they anticipate for years, if not decades. As we write this, in fact, a new batch of dreamers is already solidifying their plans for the 2011 crossing.

If you'd like to learn more about the voyage and our associated Tahiti events, consider attending one of our free Puddle Jump seminars: October 23 in San Diego at West Marine (5 p.m.; 1250 Rosecrans); in late January (date TBA) at the Seattle Boat Show; or in mid-April at the Strictly Sail Pacific show (date TBA).



MARIA FONT

**Catching and boating this shark in mid-ocean brought out the animal in Estaban Font of the Argentina-based Morgan 38 'Puerto Seguro'.**

And if you're ready to register, our new online sign-up process should be up and running by the end of this month at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

There's no doubt about it. The Pacific is one big patch of water. Perhaps that's why so many sailors seem to hear its call so clearly.

— **latitude/andy**

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# 'ROUND THE WORLD

The big trend in long distance cruising during the last 10 years has been the dramatic increase in the number of multihulls, almost all of which are catamarans. Ironically, though, in the early days of cruising multihulls, trimarans rather than catamarans were the most popular. Since we don't hear much about cruising trimarans these days, it was nice to hear from Anne and Don Taber of Santa Cruz, who completed a five-year circumnavigation on Father's Day of last year aboard their Marples 44 Redwood Coast II. Don built the trimaran himself over a five-year period, 25 years ago. Below, Anne shares some tales from their lap around the planet, as well as a few thoughts on monohulls versus multihulls for cruising.

Don has been a multihull sailor since the '70s, and nothing would persuade him to turn to a monohull. But



**Don and Anne Taber kicking back in Malaysia during a five-year circumnavigation aboard their Marples 44 trimaran 'Redwood Coast II'.**

he stopped proselytizing years ago. I'm a former monohull sailor, but I can't imagine ever going back to the chaos of cooking on a monohull in a following sea, or having to sleep wedged into a bunk. It's hard to beat the comfort of sleeping on an almost-always level boat, but the downside is that the mooring fees can be shockingly expensive. For instance, we were charged \$9/ft./night at Finike, Turkey, because *Redwood Coast's* footprint is 120 sq. meters. And the Finike Marina was one of the less expensive ones.

The good side of having a boat that covers a large area is that there's lots of room to move around, and there's plenty of deck space for solar panels. *Redwood Coast*, for example, had six 70-watt solar panels on the amas. As a result, during our five-year cruise we never once plugged into shore power. Furthermore, we never had to run the engine in order to keep our house batteries charged or keep the refrigerator cold. During our Zihuatanejo-to-Zihuatanejo circumnavigation we ran our engine a total of just 1,800 hours in four years.

Monohullers frequently inquire about

our trimaran's top speeds. While *Redwood Coast* can hit double digits fairly easily, it's hard to maintain such speeds over several days or even 24 hours. In fact, we found our trimaran's most surprising performance to be in super light winds.

Don and I had cruised extensively on *Redwood Coast* prior to our circumnavigation, and we couldn't help but notice how many more large cruising catamarans are out there these days. What are the pros and cons of each? We don't really have an opinion because we haven't had any experience on large cats.

The following are some of the highlights from our circumnavigation.

We left Santa Cruz in the winter of '04 and made it down to Zihua in time for SailFest in January of '05. That year Z-town turned out to be the best place, weatherwise, from which to head across to the Marquesas. Our passage was 18 days. An injection pump repair in Mexico turned out to be the precursor to our engine 'blowing up' in Taiohae. After a couple of days of troubleshooting, Don determined that the valve was stuck in the piston. The engine manufacturer assured us that they would send a replacement long block to Tahiti as soon as possible. Being engineless, it would have been foolish for us to try to sail in and out of the tricky lagoon entrances of the Tuamotus, so we had to forget those. In fact, the only way we could enter the reef at Tahiti was by tying our dinghy between our main hull and starboard ama and powering into the anchorage at Marina Taina at four knots.

"ASAP" for the engine manufacturer meant it arrived by air five weeks later. We'd spent the waiting period clearing out the engine room, and stripping the motor of parts we would reuse. Twenty-four hours after taking delivery of the long block, Don had the engine up and running!

After adventures in French Polynesia,

we made the jaunt up to Penrhyn in the Northern Cooks, then continued along the northern route via Suvarrow, American Samoa, Samoa, and Tonga. Once New Zealand weather guru Bob McDavitt gave us the green light for the passage

**"As a result, during our five-year cruise, we never once plugged into shore power."**

from Tonga to New Zealand, we were off. We made the 1,100-mile trip in 5.5 days, at an average of 8.3 knots.

After a season in Opua in the Bay of Islands, we sailed back to Fiji. Our first destination was Kandavu, which is often overlooked by yachties because it's an all-day uphill sail from Suva. We found a fantastic anchorage in Daku Bay, not far from an island resort. Since the island is remote and technical support is nonexistent, Don, who's an electrician by trade, was asked to look at the installation of a solar array. The resort owner, tired of having to run a generator 24/7, seized the opportunity to hire Don to get things



ALL PHOTOS COURTESY REDWOOD COAST II

# — ON THREE HULLS

straight over a period of several weeks. Friends Chris and Nancy Zingler on the Brewer 44 *Amulet* dropped anchor and volunteered to help on the project.

During the couple of weeks it took the guys to get everything sorted out, the owner asked if we were interested in managing the resort for three months until the new managers arrived. It didn't take much convincing, so after a month of cruising in the area we took over as temporary managers of the 30-bed beach resort. This happenstance job would turn out to be the highlight of our years of traveling. As Kandavu is home almost exclusively to Fijians, as opposed to Fijians of Indian descent, we really got to experience the culture and made great friends. It was a very sad day when our time was up. Having spent the entire cruising season in Fiji, we decided to return to New Zealand for the summer cyclone season.

By then we'd made plans to do a circumnavigation. We briefly revisited Fiji, stopped by Vanuatu, then set sail for Darwin in time to join the Indonesia Rally that helps with cruising permits

**'Redwood Coast II' tucked into an anchorage in Turkey, where Anne supplemented their kitty by opening the first foreign West Marine store.**

and other paperwork. Indonesia is a vast and intriguing country, and was quite the experience during Ramadan. We avoided the crush of yachts in the rally, and slowly moved on to Malaysia and Thailand. We'd originally entertained the idea of spending a second season in Southeast Asia, but the heat and humidity proved to be too much for us.

**O**ur crossing of the Indian Ocean, with a pit stop at Uligan in the Maldives, was uneventful. Surprisingly, we really enjoyed our stops at both Oman and Yemen, as the people were extremely friendly and curious. Not once did we feel uneasy being Americans in the Arab world. The dreaded trip up the Red Sea wasn't as bad as we had anticipated. In fact, we think the Baja Bash is much worse. After all, there is

an untold number of anchorages on the west coast of the Red Sea, and therefore no need to crash north when the wind is blowing hard. By the time we got free of Port Said along Egypt's Mediterranean coast, we were glad to turn our backs



**The tri's footprint means moorage can be expensive; with the room for six 70W solar panels, the *Tabers* never had to plug into shorepower.**

on Egypt. The constant demand for *bak-sheesh* had been overwhelming.

Once we'd made landfall in Turkey, we heard that West Marine was opening its first overseas franchise — in Istanbul! As a former manager of the Santa Cruz store, I had participated in a number of store openings and was eager to assist the new owners in their endeavor. A kind and encouraging word from West Marine founder Randy Repass convinced West-Marine/Turkey to hire me. Thus began another extremely satisfying foreign work experience. For six weeks I worked with the local store staff to turn a huge empty box into a brand spankin' new West Marine! It so happened that the company owns most of the marinas in Turkey, and therefore we were able to get an extra-wide Med-moor slip in the Kalamis Marina in Istanbul — something normally very hard to come by.

By the time we left Turkey in July, it was high time for us to get going west. After all, we wanted to get to Gibraltar no later than the beginning of October. So we breezed through Greece, Sicily, Sardinia, the Balearic Islands and mainland Spain. We arrived in Gibraltar just in time to miss the first storm of the season, which was so wicked that it destroyed much of the already fragile breakwater and put a freighter on the rocks.

Our Atlantic crossing featured mostly light winds, and was one of our slowest passages. We made the crossing with *Moorea* and *Ohana Kai*, two Seattle boats



# 'ROUND THE WORLD

that were also on the homestretch of circumnavigations. We arrived in Martinique on Christmas Eve of '08. In short order, we headed south along the Windward Islands and on to the ABC's, Cartagena and the San Blas Islands. We transited the Panama Canal without any problems.

Once we got back into the Pacific, we pretty much hurried through Costa Rica and Mexico, with only occasional stops. Our trip up the Baja coast featured the usual misery. We had 30 knots of wind off Big Sur and gale-force winds in Monterey Bay. In other words, our welcome home was a whipping from the weather. We returned to our home port of Santa Cruz on Father's Day '09.

Reading in the June issue about the group passage through Pirate Alley brought back memories of our trip through that area in the spring of '08. Having arrived with the first group of yachts in Salalah, Oman, from the Maldives, we hooked up with the Norwegian



*'Redwood Coast II' is capable of double-digit speeds in the right conditions, but it's her light air performance that really makes her shine.*

yachts *Stormsvalen* and *Uterus* — no, that's not a typo! — for the 600-mile trip to Aden, Yemen. We took the usual precautions like running without navigation lights at night and staying in close proximity of each other. Don came up with the brilliant idea of selecting a Canadian/US Coast Guard VHF channel

for communication between us as all three boats had Icom VHF's.

A British navy ship was in Salalah for repairs and yachts were encouraged to "register" their particulars with them. The area off the coast of Somalia, south of the Horn of Africa, is especially prone to attacks on merchant ships. The northern Somalian coast, opposite of Yemen, is frequented by boats smuggling human cargo from Somalia to Yemen. The traffickers are the ones that have been responsible for attacks on yachts in previous years.

Luckily for us the European coalition forces patrol these waters and are keeping an eye on things. The first night, around 10 p.m., we had our first encounter with the watchdogs. A helicopter circled our little convoy a couple of times with infrared lights, then took off. A short while later we saw a ship's silhouette in the moonlight, slowly approaching us without any kind of light. The ship

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## — ON THREE HULLS

shadowed us for some time and failed to respond to calls on the VHF. We were reasonably sure it was a war ship and it was confirmed when they reappeared the next morning.

The skipper of the German warship contacted Tom on *Stormsvalen* and apologized for not answering us the previous night. He went on to explain that they were conducting a covert operation and had to maintain radio silence. He knew all about our group, as the info we submitted to the British was passed along to all coalition ships patrolling the area. In hindsight we probably would have done approaching freighters a big favor by displaying our running lights at night to let them know we were friendly sailboats and not a pack of outlaws waiting to pounce on them.

All of us were a bit on edge given the reputation of the area. One night while on watch, captain Don decided to pass the time by fixing the battery monitor that had started giving off weird readings. With *Stormsvalen*, *Uterus* and *Red-*

*wood Coast II* traveling in a diamond formation, with a mile or so in between us, Don started trouble-shooting. As we spent most of the trip motor-ing in very light air, we

kept both the radar going and the VHF on our "private" channel.

Unbeknownst to him, Don accidentally turned on the running lights. Some time later he heard Tom and Benjamin engaged in excited conversation in their native tongue. Thinking nothing of it, Don continued undeterred. What finally got his attention was when both *Stormsvalen* and *Uterus* were closing in on us. Before long both boats came



*The tri's shallow draft means that commonly-found ordinary ways are sufficient for hauling out — a boon in less developed areas.*

close enough to yell across. Having failed to answer them on the VHF earlier, the Norwegians were convinced that we'd been boarded by pirates and had turned on our lights to show we were in distress. Nothing like a little excitement when emotions are already running high!

— anne taber



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# BAJA HA-HA PROFILES, PT I

Remember Bill Murray's classic 1993 film *Ground Hog Day*? We're reminded of it each fall when the Ha-Ha rolls around again: "Really? It's that time again?" But don't get us wrong, we love doing this San Diego to Cabo San Lucas rally year after year even more than we love Murray's hilarious flick.

And it's not that we have to keep doing the rally over again until we get it right. Whether by sheer genius or dumb luck, we seem to have found the perfect formula for a fun-filled cruising rally right from the start: pick a route that lends itself to multiple stopovers in gorgeous, well-protected anchorages; set up guidelines for safety, but keep the rules to a minimum; and encourage sailors of all stripes to join in the PG-rated fun.

With stops en route to Cabo at Bahia Tortugas and Bahia Santa Maria, the Ha-Ha game plan is one that's required very little tweaking since the event's inception in '94 — a fact that's born out by the number of repeat customers who sign up every year. Here then, are members of the Baja Ha-Ha 'Class of 2010' — listed in the order they signed up. (*The first of three monthly installments.*)

**Thee Amazing Grace — Vector 39**  
**David Bloom & Karin McGinley**  
**Long Beach**

*Noteworthy:* *Thee Amazing Grace* was built in Seattle in 1979, in dry storage until commissioning in '86; in dry dock until '94; but never sailed until David and Karin bought her in '96.

**Piko — Wauquiez Pretorien 35**  
**Lauren Buchholz & Lauren Smith**  
**Seattle, WA**

*Noteworthy or Quote:* Owner Lauren Buchholz has done every project on the boat herself, including a full repower.



Robert will hang a left aboard 'Day Dream'.

**Day Dream — J/122**  
**Robert Day, San Francisco**

*Quote:* So, you go under the Golden Gate Bridge and turn left, right?

**Cat's Meow — Catalina 36**  
**Nancy & Mike DeMauro, Richmond**

*Noteworthy:* Nancy's crew for the run to the Cape will be her older brother Mike.

**Noho 'ana — Jeanneau 37**  
**Heather McKnight & Peter Lewis**  
**Marina del Rey**

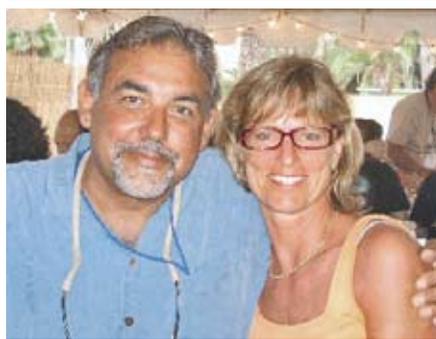
*Noteworthy:* When they were moored at Catalina on their previous boat, a Catalina 30, Heather said, "I could live on a boat — just not this one." They've been living aboard *Noho 'ana* for the past eight years "and love it."

**Last Resort — Catalina 470**  
**Dick & Sharon Drechsler**  
**Marina del Rey**

*Noteworthy:* Set up for comfortable liveaboard cruising, this boat has a washer-dryer and a 45" plasma TV.

**Di's Dream — Catalina 470**  
**Roger & Diana Frizzelle**  
**San Francisco**

*Quote:* The two-time Ha-Ha vets say, "We're doing it again in 2010! This time we plan to stay gone!"



Meet the 'WindChime' crew.

**WindChime — Hunter 430**  
**Neal Albrektsen, San Diego**

*Quote:* After many years of watching the fleet sail out from San Diego Bay, it is finally my turn to sail with the Ha-Ha fleet.

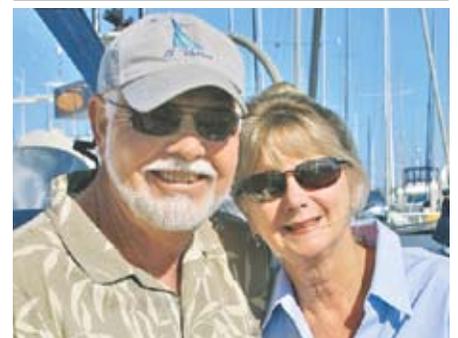
**Dolfin — Crealock 37**  
**Bill Meanley, San Diego**

*Noteworthy:* Bill, Patty and their daughter Kelly did a 20,000-mile family cruise aboard this same boat throughout the South Pacific and back by way of Canada from '87 through '89.

**El Tiburon — Tayana 47**  
**Sarah Powell & Darrell Erickson**  
**San Francisco**



*Quote:* "I am just about to jump out of my skin! We have been planning this escape for 14 years!"



The 'El Tiburon' crew is rarin' to go.

**Braveheart — MacGregor 65**  
**Bob Callaway, Pleasant Harbor, WA**

*Quote:* "I intend to have an all-female crew for the fun of it!"

**Andiamo III — Hans Christian 43**  
**The Reynolds family**  
**Olympia, WA**

*Quote:* "Our family has been serving the US Army for 11 years. We have spend most of those years away from one another because of deployment in support of OEF or OIF or Homeland Security. We have made the decision to separate from

# — SAILING TO SUNNIER LATITUDES



A previous Ha-Ha fleet sets sail from Bahia Tortugas at the start of Leg Two. By this point the fleece and foulies have been stowed away.

the military in order to sail our dream while our kids are young. The Baja Ha-Ha is how we decided to get ourselves going."

**Arione — Mason 44**  
**Art Stiers & Jaye Eldridge**  
**Anacortes, WA**

*Noteworthy:* Captain Art and crewman Max Stiers will both celebrate Halloween birthdays during Leg Two of the Ha-Ha.



Art and Jaye of 'Arione' are all smiles.-

**Norwegian Steam — Jason 35**  
**Alan Westhagen, Seattle, WA**  
*Noteworthy:* Alan has owned this Ted Brewer-designed cutter for 34 years.

**Robon III — Columbia 50**  
**Dale Walter, San Francisco**  
*Quote:* "The things you regret most in life are the risks you did not take."

**Cygnus — Sabre 402**  
**Gerald Kitchen, Sausalito**  
*Noteworthy:* "The most interesting thing about my entry is that I am able to share a long ocean cruise with dear and experienced friends. The most senior among them, Bruce Munro, owns an identical boat."

**Independence — J/32**  
**Joel & Danielle Wells, San Francisco**  
*Quote:* "The boat, just like its owners, is at its best in the warm sun and blue waves."

**Loose Pointer — Kelly-Peterson 44**  
**Dan Best & Kathryn Sieck**  
**San Francisco**  
*Noteworthy:* From '04 to '06 Dan and Kathryn did a Pacific circuit that included Galapagos to Polynesia, Tonga to Hawaii, and Hawaii to San Francisco.

**Finarrow — Swan 38**  
**Jim & Cathy Revard, Sitka, AK**  
*Quote:* "We'll point her south this summer. But you know how it goes: Man plans and the gods laugh."

**Sweet Cherri — Columbia 36**  
**Joshua & Julia Siudyla, Alameda**  
*Noteworthy:* The couple has only owned this boat for a year, but they hope doing the Ha-Ha "will be the beginning of a lifetime of cruising."

**Althea — O'Day 28**  
**Shawn Passeri & Cindy Spangler**  
**Antioch**  
*Noteworthy or Quote:* "We have the equipment of a 45' sailboat compacted into a 28' footer."

**Blade — Valiant Esprit Nordic 37**  
**Ed & Karen Lare, San Diego**  
*Quote:* "It's about time," say Ed and Karen, who've owned this boat for 26 years.

**MissTeak — Morgan 45**  
**Chip & Katie Prather, Dana Point**  
*Quote:* "We're wild and crazy cruising people who love to line dance!"



The 'Miss Teak' crew: "All together now..."

**Venti — Fontaine Pajot Mahe 36**  
**Lori & Ken Styles, Berkeley**  
*Quote:* "We just wanna have fun."

**Pua'ena — Outbound 44**  
**Mark & Dorothy Hazlett**  
**Waikiki YC, HI**  
*Noteworthy:* Talk about dedication, having sailed from Hawaii to participate in this year's rally, the Hazletts will have traveled more than three times the rally distance to get to the starting line!

**Hotel California — Hunter 376**  
**Rick Rheingans & Pam Coite**  
**Alameda**  
*Quote:* "We've been hearing about the rally every year from friends who have done it and are still out there. We can't wait to join them."

LATITUDE / ANDY

# BAJA HA-HA PROFILES, PT I



*Barritt and Renee of 'Serendipity'.*

**Serendipity — Kelly-Peterson 44  
Barritt Neal & Renee Blaul  
San Diego**

*Quote:* "Serendipity was the last Peterson 44s built," explains Barritt, "and she has always taken great care of us throughout the years."

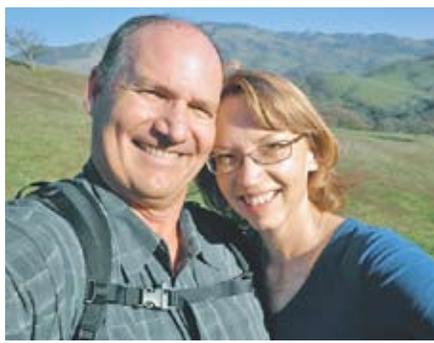
**Liberty — C&C 37**

**Russell Cooper, San Francisco**

*Noteworthy:* Russell tells us that one of the most interesting things about his boat is that there's a pirate rubber chicken aboard. "It's a long story," he says, and we want to hear it.

**Dancer — Hylas 44  
Charles & Patricia Skerry  
Marina del Rey**

*Quote:* "We are working on it."



*The 'Charisma' crew is testing the waters.*

**Charisma — Tayana 37  
Bob Johnson, Berkeley**

*Quote:* Why did Bob sign up? "I'm tired of reading about the Ha-Ha and wishing I was there!" he says. "This year is the 'test year'. Next year we'll come back and do the Puddle Jump."

**Another Girl — Santa Cruz 50  
Jim Bewley, Richmond**

*Noteworthy:* Over the years, Jim has logged thousands of sea miles, including Honolulu to Berkeley in '60s, LA to Mazatlan in the early '70s and two previous Ha-Has.

**Tribute — Beneteau 473  
Bruce Crockard & Ed York  
Long Beach**

*Noteworthy:* Each summer since *Tribute* was launched, boat partners Bruce and Ed have taken her to the Channel Islands for at least three weeks.

**Mind Magic — Newport 41 MkII  
Dennis & Pamela Young  
Long Beach**

*Quote:* What's their attitude toward breaking away on the Ha-Ha? "It's been a long time coming!" They've owned *Mind Magic* for 17 years.

**Camelot — Catalina 470  
Thomas & Lori Jeremiason  
Alameda**



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# — SAILING TO SUNNIER LATITUDES



**Tom and Lori of 'Camelot' are going aound.**

*Noteworthy:* "This will be the first leg in a planned circumnavigation, which will end with us taking up residence somewhere besides California."

**Salt Shaker — Cape Dory Cutter 36  
Richard & Mardi Brayton  
Sausalito**

*Quote:* "As the old saying goes, 'Those that talk don't know; those that know don't talk,'" says Richard. "I'm hoping to come home from this not talking too much."

**Fullshell — Catalina/Morgan 440  
Eric & Marilyn Anderson  
San Francisco**

*Quote:* "I've done the Ha-Ha rally twice," says Eric, "and there is no better way to start the cruising life — either as a laid-back transit or a competitive race."

**Balquhider — Hunter Passage 450  
Don & Stella Patterson, Tacoma, WA**

*Quote:* "Been there, done that, got the T-shirt, and I want to do it again," says Don, a veteran of the 2000 Ha-Ha. And this time he's wisely bringing along Stella too.

**Hotel California — Catalina 375  
Michael & Linda Stafford  
San Francisco**

*Noteworthy:* "We toured *Hotel California* at Strictly Sail Pacific in '08 as a new Catalina model, then bought her used at the same boat show the following year."

**Voyager — Cooper 42  
Jack & Canole Nieman, Homer, AK**

*Noteworthy:* After the rally, the Niemans will sail on to Hawaii.

**Toucan — Tanton 43 cat**

**Kevin Belcastro, San Francisco**

*Noteworthy:* *Toucan* did the Ha-Ha in both '98 and '99 with previous owners. "This boat is designed to be simple and nearly sail herself," says Kevin. "We're putting that design to the test."

**Sans Souci — Gulf 32**

**Gary Kunz & Julie Demaree  
Portland, OR**

*Quote:* "May the sun be blazing, the wind be brisk, and my stomach be calm," says Gary.

*Is the youngest Ha-Ha'er aboard 'Feliz'?*



*Anna Stockel heads to Hawaii in the 2000 Singlehanded TransPac.*

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# BAJA HA-HA PROFILES, PT I

## Feliz — O'Day 37

### The Grumper-Malm Family Berkeley

*Quote:* "When I asked my three-year-old daughter if I should fill out this event registration, she asked me if they had any toys in Mexico," says Hanna. "I told her yes, put her to bed, and filled out the form."

## Valparaiso — Irwin 52

### Joe & Susan Arnold, Portland, OR

*Quote:* "I would like to say, 'Same old ship, different day,'" Joe says, "however 'It's about time' is more appropriate."

## Rambler — Ericson 32

### Tom Bradley & Linda Hackett Corona del Mar

*Noteworthy:* Tom says he's built, rigged, raced and delivered boats for other people for 30 years. "This one is for me," he said, "and now I get to do things the right way for me."

## Procyon — Gozzard 44 MkII

### Randy & Sheri Schneider Sunriver, OR

*Noteworthy:* Randy and Sheri have

cruised from the East Coast to Australia over the past eight years. "Now we're ready to cruise our favorite part of the world — the Mexican Riviera."



*The 'Procyon' crew has cruised the Pacific.*

## Sundancer — Bluewater Vagabond 47

### Heather Reimer Vancouver, BC

*Noteworthy:* Sundancer is a new boat to Heather, who plans to circumnavigate. "I'm doing the Ha-Ha to shake out the sails on a new purchase," she said.

## Rose of Erin — Hughes 40

### Damon & Erin Cruz, Juneau, AK

*Quote:* "If you're going to Mexico, why not go with new-found friends who can help with paperwork, and know where the best food is?"

## Bravo — Wauquiez 36

### Aaron & Sherry Wengenheim San Francisco

*Noteworthy:* Aaron has been sailing most of his life, and has owned Bravo for 10 years. He bemoans the fact they have to return immediately after the rally.

## Taya — Island Packet 45

### Clifford & Lynne Quesnel Montreal, QC

*Noteworthy:* The Quesnels' crew are a pair of Siamese cats, Napoleon and Pacha.

## At Last — Skye 51

### Scott Neal, San Diego

*Quote:* "I dreamed about owning a Skye 51 for 12 years before buying At Last," says Ha-Ha vet Scott.

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# — SAILING TO SUNNIER LATITUDES

**Misty Blue — Cascade 44**  
**Ken & Mary Ruth Frazee**  
**Friday Harbor, WA**

*Noteworthy:* Ken and Ruth have sailed *Misty Blue* up and down the Oregon/Washington coast several times, up the Inside Passage five times, and once around Vancouver Island.

**Jasdip — Passport 40**  
**Crit Dowler, Alameda**

*Noteworthy:* Crit and husband Dan signed up for the '03 Ha-Ha but Dan was diagnosed with stage 4 melanoma before the start. "He died two years ago," Crit explains. "I promised him I'd fiberglass some of his ashes into the boat and carry on. So carry on I must!"

**Shemya — Hunter 41**  
**Tom McCarten, St. Augustine, FL**

*Quote:* "I'm looking forward to finally doing some downwind sailing."

**Slow Dance — Hunter Legend 37**  
**Bill Sumner, Channel Islands**

*Noteworthy:* Bill plans to cruise Mexico for the next several months with

three friends — Pat Anderson, Darrin Smith and Nat Sumner — returning next spring.

*"Our boat is a thoroughbred: she sails like she's running on tracks and points like a hound dog."*

**Rainbow — Crowther 36 cat**  
**Clifford Shaw, Emery Cove**

*Noteworthy:* *Rainbow* was built in Australia and sailed to San Francisco on an 18-month honeymoon cruise under her first owner, then cruised to Alaska for 18 months under owner #2.

**Intrepid — Swan 44 MkII**  
**Carl Bertelsen, Marina del Rey**

*Quote:* "Intrepid is a thoroughbred chomping at the bit to be heading down the coast. We just have to hold on; she will sail herself south."

**Flibbertigibbet — O'Day 34**  
**Jim & Betty Adams**  
**Discovery Bay**

*Quote:* "Doing the '08 Baja Ha-Ha was the most fun we ever had! Time to repeat that experience!"

**Caprice — Seawind 1160 cat**  
**Dan & Carol Seifers**  
**Point Richmond**

*Quote:* "After sailing across the Pacific and talking to friends who have sailed the Baja Ha-Ha, we decided that this had to be our next 'great adventure.'"

**R3 — Beneteau First 42**  
**Randy & Ramona Garrett**  
**Coos Bay, OR**

*Quote:* "Our boat is a thoroughbred: she sails like she's running on tracks and points like a hound dog."

**Apeiron — Com-Pac 27/2**  
**David Vecera & Linda Cramer**  
**San Diego**

*Noteworthy:* David and Linda plan to continue south to the Galapagos, then sail home.

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# BAJA HA-HA PROFILES, PT I

## **Diamond Girl — Beneteau 393**

**Larry & Nelda Read  
Bellingham, WA**

*Noteworthy:* Larry and Nelda say they've been boarded twice by the Coast Guard.

## **Varuna — Pearson 367 Mitchell & Elizabeth West Portland, OR**

*Noteworthy:* Varuna is starting her second career as a liveboard boat, after a 10-year respite in Washington state.

## **Sarah Jean II — Saga 43 Norm & Beth Cooper Vancouver, BC**

*Quote:* "Too much of a good thing can be wonderful!"

## **Rocinante — Beneteau First42 Bob Lesnett, Pt. Richmond**

*Noteworthy:* Bob is a retired race car driver taking on a new passion.

## **Santosha — Catana 471 The Finnerty family Ventura**



*Meet Tammy, Patrick and Jack of 'Santosha'.*

*Quote:* "You will only regret the things you didn't do, so time to cut the dock lines and live, explore, and sail!"

## **Tropicana — Gulfstar 60 David Perry, Alameda**

*Quote:* David has earned his living

as an officer in both the Navy and the merchant marine

## **Duct Tape — Cal 29 Sig & Phyllis Horneman Berkeley**

*Quote:* Phyllis says "The Ha-Ha will reveal new places, new people, and satisfy the sailing addiction. It's a win-win-win."

## **Sundance — Beneteau M38 Richard Donker & David Remp San Francisco**

*Quote:* "Another check-off on the bucket list."

**W**e'll give it a rest here, and pick up where we left off next month.

In the meantime, if you'd like to meet and mingle with several hundred members of this year's fleet, consider showing up at our Mexico-Only Crew List Party and Baja Ha-Ha Reunion Wednesday, September 8 at Alameda's Encinal YC (6 to 9 p.m.)

— **latitude/andy**

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## ARE YOU READY TO HA-HA?

With the September 10 entry deadline fast approaching, more than 150 boats have signed up for this year's rally, and more are added daily. If you're on the fence about joining this year's southbound migration, we'll remind you that your "To Do List" will never be complete, so don't fall prey to procrastination. As thousands of rally vets would tell you, at some point you've just got to forget the list and "Do it!" You'll find the complete list at [www.baja-haha.com](http://www.baja-haha.com).

If you're not familiar with the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

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

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## MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 8. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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### IMPORTANT DATES

**Sept. 8** — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

**Sept. 10** — Final deadline for all entries.

**Oct. 16** — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

**Oct. 23** — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

**Oct. 24, 9 am** — Final deadline for all crew and skipper waivers, West Marine, San Diego.

**Oct. 24, 11 am** — Skipper's meeting, West Marine, San Diego. Skippers only please.

**Oct. 24, 1 pm** — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

**Oct. 25, 10 am** — Fleet Parade through San Diego Harbor

**Oct. 25, 11 am** — Start of Leg 1

**Oct. 30, 8 am** — Start of Leg 2

**Nov. 3, 7 am** — Start of Leg 3

**Nov. 5** — Cabo Beach Party

**Nov. 6** — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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# MAX EBB

**B**ang! Crash! Bang! There was no mistaking the sound of the mainsail slatting. We were out of wind.

I had not really planned to get any sleep during my off-watch. In fact it wasn't even an official off-watch, because this was just a one-day race down the coast and watches had not been set. There'd been plenty of wind and we were making excellent time, but the finish could be well after midnight if we hit a calm spot, so I decided to rest in a quarter berth while conditions were stable. Fresh hands might be needed for the approach to the finish, when the wind can get goofy.

Bang! Crash! Bang! The pleasant sound of water bubbling past the hull just a few inches from my ear had disappeared, and another set of swells caused the main boom to fling itself across the boat three or four times.

"Everyone to leeward!" shouted the watch captain. "And you swabs down below, too," someone yelled down the main hatch. "No lollygagging on the high side."

I was not amused. I yawned an expletive but obediently crawled out of one berth and into the corresponding berth on the downhill side. From here I could see Lee Helm at the chart table, dimly lit by the red instrument lights.

"Speed?" I yawned as the mainsail crashed and slatted again.

"Goose eggs," she answered.

"How far to finish?"

"No way we'll get there for dinner. We might even miss the midnight chili."

"Glad I got some rest," I said. "I think most of the crew have been at it since the start. We'll need some fresh talent," I said through another yawn, "to get this thing moving in the light stuff."

**"T**ee up the windseeker for a peel change," called the watch captain.

*"I already told them how to turn all this wave energy into propulsion," Lee said. "But on a boat like this, I only make dissenting suggestions once, then keep it zipped."*

It was the expected call. The windseeker is a very light non-overlapping full-hoist jib, with a wind range of "zero to one," according to the sailmaker on board.

I heard the forward hatch slide open, and felt the boat shudder as our biggest foredeck crew jumped down the hatch to pull out the sail. At the same time I

could hear the forward jib lead track being readjusted, and then hear and feel more heavy feet on deck as the change sheet was strung through the block and attached to the clew of the new sail.

The pawls in the big winch right over my head clattered as the slack was taken in, blotting out the sound of the bag unzipping and the head and tack of the sails being pulled out to attach to the new halyard and tack pin.

"Hoist!" I heard the call from the cockpit.

Now there was another winch rattling as a length of halyard tail equal to the full length of our jib luff made its way around one of the halyard winches.

"I wish they would just hand-over-hand it when there's no load," I complained to Lee.

"Boys," Lee shrugged.

There was more noise on deck as the old jib was pulled down.

"Slowly there!" yelled someone on deck. "We can flake it as it comes down."

All this time the mainsail was still slatting from side to side as each set of swells rolled the boat. We must have drifted around so they were coming at us beam-on. I could feel the occasional attempts by the driver to scull the boat back to his preferred course.

A new sound was added to the mix after the lazy running backstay was brought forward, probably to avoid chafe on the main. With each roll of the boat there was a loud clang as it hit the leeward shroud.

Then they tried a tack. Much running around, the amplified clatter of large winches with no load on them, and multiple sculling pulses from the tiller.

The watch captain called down for people below to switch sides again, but Lee said not to bother — which was a

good call because we tacked back after two more minutes of slatting.

"Speed?" I asked Lee again.

"Still goose eggs," she sighed. "Zero point zero."

The mainsail made a particularly loud crash and bang, and some of the water droplets that had condensed on



TEAM GROUPAMA

the plastic and carbon sailcloth shook loose and found their way through the hatch and into my bunk.

"Can't you do something?" I joked.

"I totally already told them how to turn all this wave energy into propulsion," she said. "But that sailmaker guy knows better. On a big boat like this, with the professionals calling the shots, I only make dissenting suggestions once, and then I keep it zipped."

That was out of character for Lee, but she knew the protocol.

**L**ee turned back to her instruments and I tried to relax despite the crashing and banging. It felt as if we were inside a floating metal fatigue machine.

"What's our ground speed average since we tacked?" demanded a loud voice from the cockpit.

"We're going, like, backwards," Lee added after reading off the time-averaged ground speed and course from the GPS



*Slow goin' — On her Jules Verne quest, 'Groupama' was slowed by waves as much as by lack of wind.*

chartplotter.

This was all the sailmaker could handle. He announced that he needed some rest, told the crew on deck to do the best they could with what they had, and to let him know as soon as there was any wind at all. He came down into the cabin and found a pipe berth all the way aft.

"Now's your chance," I whispered to Lee.

She nodded, and stepped halfway up the ladder.

"Let's try some different trim settings," she suggested. "First let's put the backstay all the way on to flatten the main as flat as it will go. No runners or checks, we want maximum mast bend."

"Don't we want the sail to be full for light air?" asked the mainsail trimmer.

"No, that just makes it take longer to shed the starting vortex each time the flow reverses," answered Lee, sounding as if she actually expected this to be completely understood by the stockbro-

ker who was trimming the sail.

I could hear the hydraulic pump handle working as the rig tension went up. Then Lee called for the vang to be let off completely and the mainsheet eased, allowing the compressed air in the vang cylinder to lift the boom up a couple of feet higher than where it had been when it was held up by the mainsail.

"This works even better," I heard her explain, "when you hold up the boom end with a 'back lift,' which is a topping lift that goes from a little way up the backstay to the end of the boom."

"We could use the regular topping lift," suggested one of the crew.

"Nah. Gets in the way of the mainsail leech half the time. And we also need to, like, pull the traveler all the way over to one side, and rig a positioner to keep the boom locked on centerline."

"A positioner?" three of the crew asked simultaneously.

"Sure. It's like another mainsheet going to the other end of the traveler. Tie a spare line to the mainsheet bail on the boom, then bring it down to the deck on

the side opposite the traveler car. Then we have three-point support for the boom to totally lock it in place. On centerline and high enough to make the sail megatwisty, but also mega-flat, which we do with mega-mast bend."

"Twisted and flat," repeated the mainsail trimmer. "With boom locked on centerline. Interesting."

"Permanent backstay is at max allowable," reported the crew who had been pumping away at the hydraulics for the last several minutes.

"And outhaul on," added Lee.

I heard what I assumed was the "positioner" being tensioned via the secondary winch over my bunk.

Then the next set of swells started the boat rolling again. The crashing and banging was gone.

"How do you want the jib trimmed?" asked a voice from the cabin top.

"Same way. Flat, twisted and clew on centerline."

"Jib clew on centerline?" questioned the jib trimmer.

"For sure. Didn't you have a toy sailboat when you were a kid, with one jib sheet that went right to the mast? It still worked, right?"

"Okay, I'll try anything once."

"Move the jib sheet lead block way back and put on both sheets," Lee instructed. "And, like, trim those runners away from the mast a little, just so they don't make all that noise. And steer to keep us rolling in the wave troughs."

She had to give the driver, who could not see or sense the direction of the waves, a compass course to steer.

The rolling, of course, only got worse. But the crashing, banging and slatting were almost gone, replaced by a swishing sound as both sails twisted and flopped from side to side like two giant swim fins. And then I heard water moving past the side of the boat again.

"Off the peg!" shouted the mainsail trimmer. "Speed is zero point six and climbing."

The speed continued to build, and there was a group cheer when we hit one full knot. In a few minutes we were averaging about 1.4, with a burst of 1.9 in a particularly steep set of swells.

"Wish we had known about this during Pac Cup this year," remarked the mainsail trimmer. "We broke more gear in zero wind than we did in the squalls."

"I'll bet it works even better on older boats with shallower keels," said another crew, "because they roll more in beam

# MAX EBB

seas."

The sound of water moving past the hull brought the sailmaker back on deck.

"I see you guys found a little scrap of wind," he said after he had taken a peek at the knotmeter.

"No, just wave action," they informed him. "But it's enough to get us out of this hole."

When the sailmaker went up, Lee came down and plotted a course that she hoped would take us back into the wind and almost to the finish line without finding another parking lot. She gave the driver a course to steer.

"We're just like a powerboat in this mode," I observed. "This is the first time I've ever heard you give a driver a compass course to steer. Usually it's just 'best VMG' or 'fastest boat speed,' maybe with a modifier like 'sail a little on the fat side' or 'as low as you can go without losing control.' I guess when we're wave powered we can just aim and go."

"Within limits, Max. We still can't go up-wave or down-wave. But the polar sure looks totally different than when

we're sailing."

"My routing software would have trouble with this," I observed.

"Sure would. And as boats get faster, it gets more important to add wave effects to the polars. Take *Groupama* on their round-the-world record trip. They were slowed down as much by waves as by light wind, so the routing was, like, based as much on sea state as on wind forecasts."

"Does this mean we'll need to use a different set of polars for each sea condition? Shouldn't be a problem for a computer."

"It adds three new dimensions at least. Instead of calculating or measuring a speed value for each wind angle times each wind speed, you need a new set of speed predictions for each wave angle relative to the wind, each wave height, and each wave period. If there are  $n$  points per dimension, the total number of data points becomes  $n$  to the fifth power instead of  $n$  squared. We're

talking, like, hundreds of thousands of VPP speed predictions instead of just 50 or 100 to get a set of polars. And that's for a very simple sea state with only regular waves. To do it right you really need a statistical description of the sea spectrum with several parameters. These can probably be deduced from the fetch and with wind field history, but still, it's going to be a whole new ball game in routing software."

**W**e rolled along at 1.4 to 1.6 knots for another hour or so, then found some real wind and changed back to the big genoa. I decided I was "on watch" again and took over for an exhausted trimmer. We could practically smell the chili as we approached the finish line.

Then we hit the kelp.

"Lee, are you going to show them how to make your keel flossing rig?" I asked.

"I already told them how to do it," she yawned. "They'll ask me again when they're ready."

— max ebb

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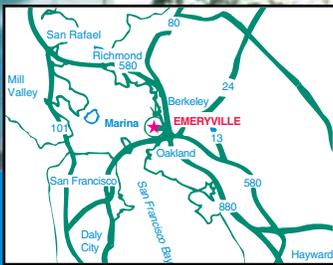
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# THE RACING

In this month's Racing Sheet, we take a look at the **International Knarr Championship**, then the **Aldo Alessio Regatta**. Following that, we recap a romper-stomper of a **Ronstan Bridge to Bridge**, which took place amidst the **18-ft Skiff International Regatta**. We break up the racing write-ups with an interview with **Dee Smith** before taking a quick look at the San Francisco YC's **Melges Race Week**. We also check in with the **Finn Silver Cup** before reliving the **Santana 22 Nationals** and an **America's Cupdate**. Enjoy!

## IKC

The International Knarr Championship came to the Bay August 8-14 and when the deciding final race was finished, the Bay's Jon Perkins came out on top. In finishing eight-points clear of his older brother Chris, Perkins won the event for

the third time — his first on the Bay — to become the second-winningest skipper in the 42-year history of the regatta. Perkins and his crew of Melissa and Tom Purdy and Larry Swift led the regatta from day one and never

Perkins said played to his favor. Perkins and the dynamic sibling duo of Tom and Melissa Purdy have been sailing together in the IKC for the last six years, while Swift was new to the boat this year. While main trimmer Melissa — a Whitbread veteran — and bowguy Tom — an accomplished dinghy and big boat sailor — certainly punch above their weight, they don't pack the pounds like many of the brawny Knarr sailors.

"Being on the Cityfront helped us a lot," Perkins said. "We're about 200 pounds lighter than everyone else, so we enjoy being able to come into the beach and play the shifts."

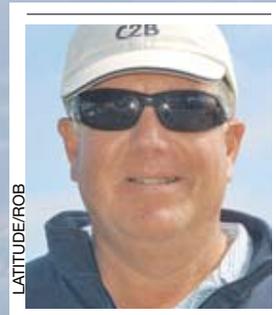
Perkins and the Purdys finished second in the IKC in Copenhagen, Denmark last year, having come very close to winning it all, and Jon said the weight difference isn't really a downwind advantage. But it isn't always a disadvantage.

"There are big differences between the wood and glass boats," Perkins said. "But even with our weight disadvantage, in a wood boat we do just fine in the breeze because they twist more."

Perkins said his team got a good boat draw. It was the same, incidentally, as his older brother's. All the boats are provided by the local fleet, and each team sails four different boats over the course of the eight-race series. The differences between the boats are pretty big according to Chris Perkins; thus, they are ranked into four different categories, and each team gets a boat from each of the categories during the week.

Chris Perkins took second overall behind his little brother after starting the day tied with Dane Soren Pehrsson, who finished third. The two teams didn't match race each other at the start, which worked in Chris Perkins' favor. After a throwout, Pehrsson dropped a fifth while Perkins dropped a ninth, meaning that if they both beat each other up on their way to the back of the fleet, Pehrsson would come out ahead.

"We just went out there and tried to get a good start," Perkins said. "The Danes were in a boat that I don't think they were comfortable in, and we had a really



LATITUDE/ROB

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Jon Perkins

looked back.

"Six years ago here, we were in a similar situation, but we were tied with my brother going into the last race and he ended up winning," Jon Perkins said. "We're really psyched to have pulled it off this year at home."

Perkins said that a comeback in Race 7 was the biggest factor in their win. After getting buried at the start, they fought all the way back to 2nd.

"If we hadn't done that, it would have been a completely different picture (on the final day)," he said.

Out on the race course the 26-boat field saw a westerly breeze most of the week with 4 knots of food. This made getting to the beach essential, something

**Third place finishers trimmer Mikael, tactician Soren and skipper Soren Pehrsson, representin' DEN.**



LATITUDE/ROB

LATITUDE/ROB

good boat."

We put that question to Pehrsson.

"No, it was a good boat," Pehrsson said. "Chris had a really good start, and we couldn't get away cleanly."

Pehrsson told us that in Scandinavia, almost all the boats are fiberglass, and all have aluminum masts — something he said the U.S. fleet is considering allowing next year — which makes the boats much more evenly matched. Still, he said the level of the U.S. fleet has improved dramatically since they first started coming here.

"Three years ago here, the top four boats were all Danish," he said, before smiling. "Of course neither of the Perkins sailed that year."

**INTERNATIONAL KNARR CHAMPIONSHIP (St. FRANCIS YC 8/8-14, 8r, 1t)**

1) **Jon Perkins**, USA, 11 points; 2) **Chris Perkins**, USA, 23; 3) **Soren Pehrsson**, DEN, 28; 4) **Lars Gottfredson**, DEN, 40; 5) **Sean Svendsen**, USA, 50.5. (26 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

## Aldo Alessio Regatta

The St. Francis YC's Aldo Alessio Re-



**The 42nd International Knarr Championship brought out an international field for a bash around the Bay August 8-14. Insets: the only major casualty of the week was a rig; Chris Perkins**

gatta drew eight J/120s, 16 J/105s and a nine-boat IRC division July 31- August 1. The latter sailed for the rating rule's West Coast Championship. Scooter Simmons' *Blackhawk* took the J/105 honors on a countback after tying Bruce Stone's *Arbitrage* with 11 points. Phil Laby and Rich Pipkin's *Racer X* finished just three points back.

Barry Lewis' *Chance* finished two points clear of John Wimer's *Desdemona* to win the J/120 division with a bullet in the last race. *Chance* scored a bullet in the last race after the two started it tied on points.

In what had to be just about the closest IRC regatta on the Bay since last year's Rolex Big Boat Series, Dan Woolery's Richmond YC-based King 40 *Soozal* won the IRC West Coast Champion title for the second straight year. Woolery finished only two points ahead of Brad Copper's Tripp 43 *TNT*, which not only won a race, but went into the final skirmish tied on points with *Soozal*. Sy Kleinman's Schu-

macher 54 *Swiftsure II* also won a race — by one second over *TNT* — en route to a third place finish.

**St. FRANCIS YC ALDO ALESSIO REGATTA (7/31-8/1, 4r, 0t)**

J/105 — 1) **Blackhawk**, Scooter Simmons, 11 points; 2) **Arbitrage**, Bruce Stone, 11; 3) **Racer X**, Phil Laby/Rich Pipkin, 14. (16 boats)

J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Desdemona**, John Wimer, 10; 3) **Mr. Magoo**, Steve Madeira, 13. (8 boats)

IRC — 1) **Soozal**, King 40, Dan Woolery, 7 points; 2) **TNT**, Tripp 43, Brad Copper, 9; 3) **Swiftsure II**, Schumacher 54, Sy Kleinman, 13. (9 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

**Ronstan Bridge to Bridge**

A high pressure system had sent temperatures into the stratosphere the day before, killing the breeze. So the Bay retaliated on August 25, exacting its revenge on the f eet

turned out for the Ronstan Bridge to Bridge race.

The breeze peaked in the low 30s and was accompanied by a 3.5-knot ebb for the 7.5-mile classic run from the Gate to Yerba Buena Island, hammering the 57 entries: 37 kiteboarders, 13 Formula boardsailors, 13 18-ft skiffs and Donald Montague's kite-powered foiling trimaran. By the time the safety boats had recovered all the stragglers, only 33 of them had finished. While the Formula boards had the best finishing record of all the disciplines — 12 made it the whole way — it was the 18-ft skiffs that charged into top-three spots overall.

Australians Michael Coxon, Trent Barnabas and Thurlow Fisher on *Thurlow Fisher Lawyers* took a conservative line off the start, staying well-clear of the South Tower Demon — which nearly claimed American Howie Hamlin's brand new 18-ft skiff after a capsize shortly after the start — and rocketed down the course at speeds approaching 25 knots, finishing in just over 24 minutes. Next in were Kiwis Alex Vallings, Josh McCormack and Weta designer Chris Kitchen aboard *CT Sailbattens*, followed shortly thereafter by Aussies Herman Winning, Peter Harris, and Euan McNichol aboard *Appliances Online*. The top kiter was the Bay's Chip Wasson, in fourth, with Aussies John Winning, Andrew Hay and David Gibson aboard the 18-ft skiff *Yandoo* in fifth. Steve Sylvester, the top boardsailor came in sixth.

The attrition included not just the "normal" stuff like broken bowsprits, but also some pretty serious injuries. *Skiffsailing.org* skipper, the Bay Area's Chad Freitas, went to the hospital with suspected broken ribs. *Maersk Line* skipper Kiwi Graham Catley suffered a gash

**Donald Montague's trippy-looking, kite-powered foiling tri showed awesome speed in the Ronstan Bridge to Bridge when she was able to stay up on the foils — not an easy task in the ebb chop.**



# THE RACING

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LATTITUDE/ROB



Clockwise from above — Yvonne Galvez, Katie Love and Mallory McCollum finished the first all women's entry in the 18-skiff regatta; the ladies get their old boat moving; the Coxon/Links/Fisher connection won five races, and the regatta; the biggest fleet ever assembled here; 'Thurlow Fisher Lawyers' leads 'Panasonic' down a run; 'Appliances Online' may look like a woody, but she's one of the more advanced boats in the fleet; Pat Whitmarsh, Mark Breen and Joe Penrod sending it in the ebb-induced moguls off Treasure Island.

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in his leg that went down to the bone and required a trip to the hospital for 40 stitches after he bled out all over the St. Francis YC locker room's floor after removing his wetsuit. [ed.note: when wearing a compressive garment like a wetsuit while suffering a laceration, basic first responder training says it's best to leave it for the doctor to take off.] Sadly, the pitchpole that led to the injury was avoidable: it was caused by the wake of a large sportfisher out spectating the race (with several well-known Bay Area sailors aboard).

Plenty of skiffs had near-misses and multiple capsizes en route to the finish. The only American skiff to finish, *Tangles' Harken Express*, sailed by the Bay's Pat Whitmarsh, Mark Breen and Joe Penrod had a romper-stomper trip down the Bay,

including two capsizes within sight of the finish.

"We got outside the Gate and we were like, 'What are we doing here?'" Whitmarsh said.

The trio managed to get all the way down near Treasure Island before their first flip, but the trip there wasn't exactly routine.

"At one point both Pat and I were in the water dragging behind the boat," Penrod said. "It was my second time off the boat in thirty seconds, but Mark reacted quickly, grabbed the tiller and oversheeted the main and the spinnaker so we could get back on board."

"I knew there was something wrong when I looked around and realized I was the only guy on the boat," Breen joked.

## RONSTAN BRIDGE TO BRIDGE (ST. FRANCIS YC 8/25, 1)

OVERALL — 1) **Thurlow Fisher Lawyers**, Michael Coxon/Trent Barnabas/Thurlow Fisher; 2) **CT Sailbattens**, Alex Vallings/Josh McCormack/Chris Kitchen; 3) **Appliances Online**, Herman Winning/Peter Harris/Euan McNichol; 4) **Chip Wasson** (kite); 5) **Yandoo**, John Winning/Andrew Hay/David Gibson. (57 boats, boards or kites)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

## 18-ft Skiff Regatta

One of the Bay's most reliable spectacles, the 18ft Skiff International Regatta, hosted by the St. Francis Yacht Club brought some of the world's best skiff sailors to the Bay August 22-26. Aussie Michael Coxon, on his first visit here, overcame a stumbling entrance by winning five of the last eight races to hold



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off another Aussie, Herman Winning, who incidentally won three, by a solitary point.

Howie Hamlin, an original instigator and two-time winner of the event, won the other race in a mid-regatta move before falling victim to the nature of the class that lives on the edge of catastrophe — in this case three crashes including one instigated by Winning and, indirectly, Coxon.

"I'm really impressed with Michael Coxon's sailing," Hamlin said. "He's never been here and he comes in and figures it out right away."

A two-time winner of the JJ Giltinan International Trophy, the 18s' world championship, Coxon sailed *Thurlow Fisher Lawyers* with a confident crew of Aaron Links and Trent Barnabas, who

have won three and five Giltinans as crew, respectively.

"It's hard to overtake boats, there are no passing lanes," Coxon said. "But the biggest thing is staying upright. It's a different thing over here. It's great to beat these guys in their home waters, and it was really special winning the Bridge race."

The 10-race series became a nine-race series when Wednesday's first race was abandoned — the first time in the nine-year history of the event when the mogul field off Alcatraz became a graveyard for 18-ft skiffs, with six capsizing where the 30-plus knot breeze met the 3.5-knot ebb. One, Jonathon Whitty, Tom Anderson and James Hozack's *Panasonic*, broke their rudder right at the waterline.

"We didn't even go out because we

knew it wasn't going to be a race," said *Tangles' Harken Express* skipper Patrick Whitmarsh. "It was validating when they called it."

The race seven abandonment set up Coxon and Winning for a showdown deadlock, each with 11 points, going into the last race. Just after the gun went off, all three were sailing on starboard tack toward the seawall fronting the St. Francis YC when Hamlin, on starboard, and Winning, on port, collided, flattening Hamlin's *CST Composites* and sending crew Matt Noble and Fritz Lanzinger in the water.

Back at the Crissy Field staging area, Winning explained.

"We had Coxon to leeward of us, and normally when you get close to the shore you can call 'water,' which means the boat

# THE RACING

above you has to tack, and he was calling it on us. I thought it was too early, but we then called it on Howie [because] it's a basic rule and we all have to abide by it. In hindsight, we definitely should have ducked Howie."

He said he expected even the easy going Hamlin to be steamed, and he

was right. After Hamlin and his crew hauled their skiff ashore, Winning approached and was first met by veteran crew member Fritz Lanzinger as Hamlin tidied up some gear. They all engaged in several minutes of animated discussion of the incident, and then parted with cool handshakes.

But perhaps the best story to come out of the event was that of the American boats. Six of the ten boats on the continent showed up for the event, chief among them the five Bay Area boats. The Bay Area fleet added another this year in the form of Skip and Jody McCormack's *Harken Black*, recently acquired from Team Pegasus. The McCormacks, who you might remember just finished sailing their Mumm 30 doublehanded to Hawaii in this year's Pacific Cup, teamed up with Paul Allen and on little practice managed to finish 10th in the 14 boats fleet, just behind the Bay's Whitmarsh, sailing with Mark Breen and Joe Penrod.

This year was the first year there was an all-womens team. Mallory McCollum-Bozina, Yvonne Galvez and Katie Love dragged out a beat up, leaky, old Grand Prix boat owned by the Skiff Sailing Foundation, and managed to at least get part way around the course on multiple

**Miami-based sailor Luke Lawrence leads Southern Californian Caleb Paine down a run at the '10 Finn Silver Cup hosted by St. Francis YC.**

days. Although they scored no finishes, the drastically underweight trio dubbed "Chad's Angels" after Skiff Foundation president Chad Freitas, were able to keep the powerful boat upright much of the time despite only having 10 days practice together on the eighteen.

"Our boat is really old," Love said. "But the guys in the foundation have first crack on the newer boats, because they have definitely paid their dues."

Galvez — whose husband Paul is an accomplished I-14 sailor who crewed for Freitas along with McCollum's husband Trevor Bozina — said it was a little nerve-racking to hear the boat make popping sounds while they were sailing. On the first day, the T-ball fittings on the lower shrouds zippered all the way through the bottom part of the rig, and they experienced multiple other gear failures on the boat throughout the week.

"It's one of those thing," Yvonne Galvez said. "When you have confidence in the boat you can push harder and not worry about breaking things. We'll get there."

Love, who grew up sailing Lasers with McCollum on the Bay had previously crewed with Galvez on I-14s, so when she went calling around to find a couple girls to make a team, she knew who to talk to.

"I kept trying to find people," Love said. "Before I convinced these two, no one else either had time, or desire, and I was just nuts enough to keep going."

**18-FT SKIFF INTERNATIONAL REGATTA (ST. FYC 8/22-26, 9r, 1t)**

1) **Thurlow Fisher Lawyers**, Michael Coxon/Aaron Links/Trent Barnabas, 10 points; 2) **Appliances Online**, Herman Winning/Peter Harris/Euan McNichol, 11; 3) **Yandoo**, John Winning/David Gibson/Andrew Hay, 20; 4) **CST Composites**, Howie Hamlin/Fritz Lanzinger/Matt Noble; 5) **CT Sailbattens**, Alex Vallings/Chris Kitchen/Josh McCormack. (14 boats)

Complete results at: [www.sfyc.org](http://www.sfyc.org)

## An Interview With Dee Smith

Tooling around the San Francisco YC during the Melges Race Week last month, we saw a familiar face in the crowd of assembled coaches and sailors. After a double-take we realized it was Bay Area product Dee Smith, so we cornered him on a two-year-old promise for a quick interview.

LATITUDE/ROB



Dee Smith

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Smith has sailed at the highest levels of the sport in everything from the Admiral's Cup to America's Cup campaigns and the Southern Ocean legs of the Volvo Ocean Race: frankly he's done too much to mention. He's also carved out a career as a coach and project manager that spans much of the sport's continuum right up to some of the largest maxi boats of the last decade. Smith knows how to win, and you'd be hard-pressed to find someone more tactically adroit at coming out of heavy traffic looking golden. Before all that, Smith was a part of the late Carl Schumacher's breakthrough win at the '79 Quarter Ton North Americans that sent the designer on a path to recognition. Smith is a Bay Area guy through and through, but he's called Annapolis home for the last decade or so. A few years ago Smith was diagnosed with an aggressive lung cancer — he was never a smoker — that put everything on hold for awhile and very nearly had him knocking on heaven's door. A couple years back we asked for an interview, and he declined, saying that

LATITUDE/ROB





**Clockwise from top left —** The Melges 32s blast downwind at Melges Race Week; a Melges 24 gets heeled over like the 'North Face'; not a reassuring thing to see from a committee boat; the 32s just flat-out fly when the breeze gets up.

he'd rather wait until he was back to work again. Well, we caught him back at work, which has taken on a new meaning as Russell Coutts has tapped him to be the North American agent for his brainchild, the RC 44 — one of the world's few grand prix classes that's poised to finally start making inroads into the U.S.

**Latitude 38:** So how's your health these days?

**Dee Smith:** I've been dealing with some different health situations, but I've been lucky with the cancer. The first bone fusion I had done in Spain a few years ago had to be redone in February and I'm just getting back to work. Right now I'm here working with Pieter Taselaar's Melges 32 team *Bliksem* on the Bay's local knowledge. I'm also working on getting the RC 44s off the ground in the States. I've sold three so far, two in Europe and one in the

U.S. We've got a circuit of U.S. regattas coming up starting in Miami in December and then on to San Diego in March.

**38:** Tell us a little more about the boats.

**DS:** They're marketed as a boat for the top, but anybody can sail them; we're trying to get the message out that it's a really good, fun boat with an incredibly good fleet organization. (ed. note: almost all the logistics of boat transport, setup and regatta support are handled by the class.) They're the Formula 1 of fleet racing. The boats are built in Europe, so depending on the exchange rate, they cost about the same to get to the starting line as a Farr 40. But for your money, you get an all-carbon boat that will last forever. They're a

lot cheaper to store and ship because they fit on a container-sized cradle; they're actually cheaper to ship across country than a Melges 32, unless you do that yourself. The electronics come with the boat and can't be changed, so there's no extra money spent there and you don't need a full-time B.N. because the boat is so easily stored when it's not sailing. The sails are a lot bigger, but you only have one more pro than a Melges 32. They're so powered up you can race them in three knots of wind! Two people can pick up the carbon fiber keel fin and mast. The boat weighs 7,850 pounds and 4,850 of it is in the bulb.

**38:** What else do you have going on right now?

**DS:** Hap Fauth brought me in to get his R/P 69 mini-maxi *Bella Mente* program going in the right direction. He's a fantastically positive person and looked at the modifications we were forced to make [ed. note: they included an entirely new hull abaft admiships, shorter rig and new sails] as a learning experience. Once we made the changes we started winning immediately. After a successful year-and-a-half we're getting to the point where we've maximized the boat and I think Hap is thinking about building a new one. Other than that I've been sailing with a TP 52 program in Annapolis.

**38:** Speaking of Annapolis, how do you like it out there?

**DS:** I really like the friendly, warm people. I don't like the weather. Fall and spring are beautiful but the summers and winters are hard. I miss the mountains and the Bay and the people here.

**38:** Speaking of the Bay, why do you think high-end big boat sailing is so depressed here as of late?

**Luke Lawrence brandishes the Stars & Stripes after his win at the Silver Cup. Might he reprise this pose at an Olympic Games somewhere down the road? That's probably down the road a ways, but he's off to a good start. Rio '16 anyone?**



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# THE RACING

**DS:** There's a lack of high-end experience at the pro realm in bringing new owners into the sport. Us older guys have gone on to greener pastures because if you want to sail in the good f eets, you have to go where they are and where the money is. There's a younger pro group coming up here that is making inroads — they're excellent people and sailors, and they'll fuel the next wave here. The economic situation here doesn't help. I've been staying in the City this week and I'm amazed at how slow it is! You remember what it was like 10 years ago. You couldn't even get into the Balboa Cafe on a weekend night. I went in there this weekend and it was empty. People with money are fleeing California. It takes something to make something, you have to have something for people to want to get into the sport. That's not to say you can't do it, but you have get to a certain mass before it will.

**38:** What else needs to happen to get more interest in the higher end of the sport?

**DS:** Three things. We've got to get away from the Corinthian model of non sponsorship. Second, I was just at a pro-am regatta on Nantucket in IODs, and everyone was talking about what nice boats they are. They are nice boats, but you don't really ever have to make any quick decisions or be thinking a few moves ahead, like you do on faster boats. I think that maybe people are scared of sailing these types of boats; we need to re-educate the sailing population in America. The third is the issue of crew: owners have

to be willing to get and train a consistent group of crew. [ed. note: the advent of the Farr 40 and its mixed pro-am model — a cost-saving measure — had a side effect of elevating the game of a whole cadre of amateurs.]

**38:** What's your take on IRC?

**DS:** IRC is good at what it was meant to do, and that's to be a club racing rule for existing boats. We have good racing under it in the mini-maxi class but the boats are all new and were all built to the typeform. IRC is the best salesman for my RC 44. Under the rule, above 50 feet you can have a fast boat, but below that you have to have a slow, heavy boat. Would you like to sail upwind and downwind around a course at 7.5 knots, or would you rather sail upwind at 8 knots and downwind at 25?

**38:** Between IRC, ORR and ORC, there are sure a lot of rules out there. Is that helping or hurting?

**DS:** The reason we don't have good international big boat sailing right now is that the Australian events are mostly IRC, while the TransPac and Bermuda Race are ORR and many of the events in Europe are sailed under ORC. How do you configure your boat between those three rules? Why would you want to spend the money? Owners are tired of spending useless money to do it. First off, standardize the way they measure sails! But what we really need to do is throw all the rules away and have someone who everyone respects come up a with an open, pub-



ERIK SIMONSON/WWW.H2OSHOTS.COM

**Just some more planing porn from the San Francisco YC's Melges Race Week August 20-22. Does that look fun to you? It does to us.**

lished rule for everyone. The secret rules that change every year are dumb, because we all know what will make a boat go fast and rate well under them. We need to accept that it will typeform, and lock the rule in for five years right off the bat; you need that kind of stability and you

## THE BOX SCORES

We don't have the time or manpower to chase down all the results, so 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 is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). We'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

### WEEKEND:

**SFYC SUMMER KEELBOAT REGATTA (8/14-15, 5r, 0t)**

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 12 points; 2) **Eclipse**, Mark Dowdy, 13; 3) **Elan**, Bill Riess. (5 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 11 points; 2) **Jam Session**, Adam Spiegel; 15; 3) **Donkey Jack**, Rolf Kaiser, 24. (15 boats)

Complete results at: [www.sfy.org](http://www.sfy.org)

**SOUTH BEACH YC J/120 & IRC REGATTA (8/21-22, 4r, 0t)**

IRC — 1) **Soozal**, King 40, Dan Woolery, 10

points; 2) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 11; 3) **Tupelo Honey**, Elan 40, Gerry Sheridan, 13. (7 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 7 points; 2) **Chance**, Barry Lewis, 9; 3) **Desdemona**, John Wimer, 11. (7 boats)

Complete Results at: [www.southbeachyc.org](http://www.southbeachyc.org)

### WEEKNIGHT:

**OAKLAND YC SWEET 16 SERIES CUMULATIVE (5r, 2t)**

PHRF ≤ 150 — 1) **Golden Moon**, Express 37, Kame and Sally Richards, 3 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 8; 3) **JetStream**, JS9000, Dan Alvarez, 9. (8 boats)

PHRF 151-200 — 1) **Popeye & I**, Cal 9.2, Ruth Summers, 3.5 points; 2) **Morning Dew**, Kiwi 29, Vince Boley, 3.5; 3) **Lelo Too**, Tartan 30, Emile Carles, 8. (6 boats)

PHRF 201+ — 1) **Chile Pepper**, Santana 25, Dave Lyman, 5 points; 2) **Blueberry**, Nonsuch 22, John Foster, 6. (2 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 3 points; 2) **Sunbow 3**, Corsair Sprint 750, Ken Johnson, 4; 3) **Rice Rocket**, Corsair 750,

Gary Helms, 9. (3 boat)

NON-SPINNAKER — 1) **Iskra**, Mercury, Paul Mueller, 3 points; 2) **Torrid**, Aphrodite 101, Larry Westland, 5; 3) **Kiwa**, Ericson 32-2, Warren Taylor, 5. (5 boats)

COLUMBIA 5.5 — 1) **Sea Biscuit**, Peter Szaz, 4 points; 2) **Alert**, Liem Dao, 4; 3) **Wings**, Mike Jackson, 6. (5 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon, 3 points; 2) **Dire Straits**, J/24, Robin Ollivier, 6; 3) **Bandido**, George Gurrola, 7. (=4 boats)

Complete results at: [www.oaklandyachtclub.org](http://www.oaklandyachtclub.org)

**ISLAND YC ISLAND NIGHTS SUMMER '10 #2 (8/6)**

PHRF < 168 — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Uno**, Wyliecat 30, Steve Wonner; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (6 boats)

PHRF 168 RATERS — 1) **Bandido**, Merit 25, George Gurrola; 2) **Phantom**, J/24, John Guilford; 3) **Bewitched**, Merit 25, Laraine Salmon. (5 boats)

PHRF > 168 — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Wuvulu**, Islander 30, John New; 3) **Tinker**, Wilderness 21, Matthew Beall. (3 boats)

SANTANA 22s — 1) **Spitfire**, Tom McIntyre; 20



shouldn't be dingling someone for coming up with a good idea. I've had some good conversations with (US Sailing President) Gary Jobson about this and he's on it. But most of all, you have to make the people buying the boats happy.

### Melges Race Week

The San Francisco YC and PRO Vicki Sodaro hosted an extremely competitive

Melges Race Week on the Berkeley Circle August 20-22. The final installment of the three-regatta Melges California Cup, the event featured 11 Melges 24s and 13 Melges 32s. Sailed in breeze that ranged from the mid-teens to the mid-20s with the attendant Circle slop, the regatta proved a test for both designs, which are definitely designed to be powered up in the light-to-medium range.

There were plenty of spectacular wipeouts, and the fog line that teased the racecourse throughout the weekend provided ample opportunity for passing lanes.

Ten of the 24s were absolutely crushed by Dan Kaseler's *pTeron* which finished with a 3-1-1-1-1-1-2 to win the regatta by a whopping 26 points. Second, third and fourth places were separated by a point between them.

Former Melges 24 sailor and part-time Bay Area resident John Kilroy, Jr. and his *Samba Pa Ti* won the Melges 32 division, which was replete with some of the world's top talent, including multiple Volvo Race winner and *Samba* tactician Stu Bannatyne.

Other heavyweights in the fleet included America's Cup vet Tony Rey, and John Porter, who won the class at the Rolex Big Boat series two years ago and has a couple significant Melges 24 titles to his name.

The standing world champion Pieter Taselaar's *Bliksem* finished second with young Aussie pro sailor and *Morning Light* skipper Jeremy Wilmot showing Taselaar the way. With the build-up to the class's Worlds immediately following the Rolex Big Boat Series, there was a large coaching presence out there for what's become America's only truly grand prix class. It seemed as if there were almost as many RIBs at the dock at SFYC as there were Melges 32s.

*MELGES RACE WEEK (SAN FRANCISCO YC 7/20-22, 8r, 1t)*

**Atuna Matata**, Bill King. (2 boats)  
NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning. (1 boat)  
Complete results at: [www.iyc.org](http://www.iyc.org)

### SOUTH BEACH YC FRIDAY NIGHT SERIES SECOND HALF (CUMULATIVE) (5r, 1t)

SPINNAKER (PHRF ≤ 99) — 1) **Jolly Mon**, J/105, Chris Chamberlin, 5 points; 2) **Alpha Puppy**, 1D35, Alex Farrell, 13; 3) **pHat Jack**, Express 37, Bob Lugliani, 17. (7 boats)

SPINNAKER (PHRF 100+, 2r, 0t) — 1) **North-ern Light**, Santana 35, Rod Neathery, 5 points; 2) **Highlighter**, Islander 36, William Hackel, 9; 3) **Spirit of Elvis**, Santana 35, Martin Cunningham, 11. (10 boats)

NON-SPINNAKER (PHRF ≥154 2r, 0t) — 1) **007**, J/105 Bruce Blackie, 5 points; 2) **Carmelita**, Catalina 42, Christian Lewis, 6; 3) **Rollover**, Catalina 34, Lynn Guerra, 13. (11 boats)

NON-SPINNAKER (PHRF 155+ 2r, 0t) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh, 4 points; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 8; 3) **Double Play**, Yankee 30-2, RDK Partners, 12. (7 boats)

CATALINA 30 (2r, 0t) — 1) **Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston, 6 points; 2) **Adventure**, Jack McDermott, 8; 3) **Dancing**

**Bear**, Joe Askins/Ray Hall, 11. (11 boats)  
Complete results at: [www.southbeachyc.com](http://www.southbeachyc.com)

### SAUSALITO YC SUMMER SUNSET SERIES # 3 (8/24)

SPINNAKER — 1) **Roxanne**, J/105, Charles James; 2) **Ohana**, Beneteau 47, Steve Hocking; 3) **Hazardous Waste**, J/105, Chuck Cihak. (6 boats)  
NON-SPINNAKER — 1) **J Hawk**, J/133, Dale Fleming. (1 boat)

Complete results at: [www.syconline.org](http://www.syconline.org)

### TIBURON YC FRIDAY NIGHT RACING #14 (7/16)

DIVISION 1 (PHRF < 162) — 1) **Natural Blonde**, J/105, Bobby McInerney; 2) **Miramar**, Frers 41, Jeff Brucia; 3) **Hurricane Gulch**, C&C 33 Richard Selmeier. (44 boats)

DIVISION 2 (PHRF >163) — 1) **Siento El Viento**, C&C 29, Ian Matthew; 2) **Meritime**, C&C 30, Gary Proctor. (2 boats)

Complete results at: [www.tyc.org](http://www.tyc.org)

### GOLDEN GATE YC FRIDAY NIGHT SERIES #8 (8/13)

SPINNAKER — 1) **Pajarito**, Ranger 23, Joe Sheehy; 2) **Late Harvest**, J/120, Modern Sailing; 2) **IF and only IF**, Folkboat, Gary Fung. (4 boats)

NON-SPINNAKER — 1) **Mary Belle Bright**,

Coronado, Bright Winn; 2) **Snafu**, Canadian Sail, Maurice Quillen; 2) **Top Cat**, Nonsuch 30, Sal Balisteri. (4 boats)

Complete results at: [www.ggyc.com](http://www.ggyc.com)

### CORINTHIAN YC FRIDAY NIGHT SERIES # 20 (8/20)

NON SPINNAKER 3 — 1) **Chica**, Cal 20, Ted Goldbeck; 2) **Roadrunner**, Ranger 23, Gregory Demetruilas; 3) **Sweet Reward**, Santana 22, Craig McDow. (3 boats)

NON-SPINNAKER 1 — 1) **Willow**, Centurion 40s, Bob Braid; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Jarlen**, J/35, Robert Bloom. (7 boats)

NON SPINNAKER 2 — 1) **Seaya**, Catalina 380, Mark Thompson; 2) **Mimicat**, Hincley 38, Robert Long; 3) **Summer Sailstice**, Ranger 33, John Arndt. (6 boats)

J/105 — 1) **Donkey Jack**, Rolf Kaiser. (1 boat)  
SPINNAKER 2 — 1) **Yucca**, 8 Meter, Hank Easom; 2) **Shenanigans**, Express 27, Bill Moore; 2) **Nothing Ventured**, Melges 24, Duane Yoslov. (5 boats)

SPINNAKER 3 — 1) **Spirit**, Alerion 28, Nancy Rogers; 2) **Wuda Shuda**, Soverel 26 OB, Craig Page; 3) **Big Wow!**, Rhodes 19, William Royall. (3 boats)

Complete results at: [www.tyc.org](http://www.tyc.org)

# THE RACING

MELGES 24 — 1) **pTeron**, Dan Kaseler, 11 points; 2) **12happythoughts**, David Brede, 37; 3) **Personal Puff**, Dan Hauserman, 38. (11 boats)

MELGES 32 — 1) **Samba Pa Ti**, John Kilroy Jr., 17 points; 2) **Bliksem**, Pieter Taselaar, 24; 3) **Warpath**, Steve Howe, 29.60. (13 boats)

Complete results at: [www.sfyf.org](http://www.sfyf.org)

## Finn Silver Cup

Luke Lawrence won the 2010 Finn Silver Cup, the class's junior world title, on August 24. Remembering the milestone will no doubt be easy as it coincided with the Miami sailor's 20th birthday. Lawrence got off to an early lead in the nine race, one-throwout regatta, which started on August 20 and was sailed exclusively on the Central Bay.

"Winning this event was my main goal this year," Lawrence said. "I have trained hard since spring with my coach John Bertrand. My learning curve has been great. It has been quite stressing at time with difficult sailing conditions and good competition. I am happy because I was able today to go out there and do the job!"

The final race started after a general recall. Coinciding with a record-setting



LATITUDE/ROB

**Michael Andrews, with crew Shawn Grassman and Wayne Best won the '10 Santana 22 Nationals.**

heatwave, the race was run in light and fuky conditions that saw the regatta lead change during the race. Southern Californian Caleb Paine was first to the top mark while Lawrence rounded in 11th

place. The run against the ebb provided the biggest opportunities to gain or lose. While the top five sailed the run down the middle of the course, Aussie Oliver Tweddell and Lawrence went close to the shore and reaped the benefit of the current relief while making big gainers.

Lawrence ended up taking the title by a scant three points from European Junior champion, Greek Ioannis Mitakis and Tweddell — sailing in his first Finn event after starting sailing the boat only four months ago.

**FINN SILVER CUP (ST. FRANCIS YC 7/20-24, 9r, 1t)**

1) **Luke Lawrence**, USA 22 points; 2) **Ioannis Mitakis**, GRE, 25; 3) **Oliver Tweddell**, AUS, 26.5. (15 boats)

Complete results at: [www.stfyf.org](http://www.stfyf.org)

## Santana 22 Nationals

The 14 Santana 22s that showed up at Encinal YC July 31-August 1 for their nationals were rewarded with great breeze for the five-race series sailed on the Emeryville f ats.

A look at the race scores suggests that

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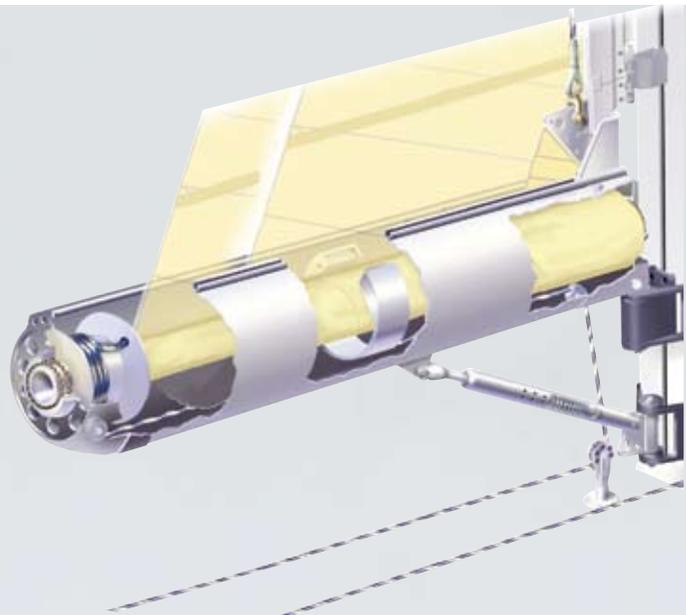
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Encinal YC's Michael Andrews, with crew Shawn Grassman and Wayne Best on *Bonito* won going away, but according to the sailors, it was a lot closer than that for the multiple national champions.

The trio started off the regatta by winning Saturday's three races. The deltas were very close, with only seconds separating the top three for many of the races.

"It was very close all day," Andrews said prior to Sunday's racing. "The fact that we have three serious contenders and this many boats is great for the class."

Runner-up and '09 Season Champion Tom Montoya's *Meli'ki* posted a pair of bullets on Sunday to finish three points behind *Bonito* and five ahead of third-place Mike Kennedy's *Pariah*.

A highlight of the post-race activities was a visit by class patriarch Ernie Rideout, who won the regatta two years ago and finally retired from boat ownership this year when he donated his boat — at the age of 93!

**SANTANA 22 NATIONALS (ENCINAL YC 7/31-8/1, 5r, 0t)**

1) **Bonito**, Michael Andrews, 7 points; 2) **Meli'ki**, Tom Montoya, 10; 3) **Pariah**, Mike Kennedy, 15. (14 boats)

Complete results at: [www.encinal.org](http://www.encinal.org)

**America's Cup-date**

So how much do you wanna bet that the match for the 34th America's Cup will be sailed on San Francisco Bay? In the wake of news on August 24, that the City would not seek a one-time exemption from the California Environmental Quality Act for the infrastruc-



ERIK SIMONSON/WWW.H2OSHOTS.COM

**The Tuna fleet doing what it does best — blasting along on a breezy, sloppy Bay.**

ture improvements necessary for a Cup village, we are all but certain that the next Cup match will be held in Europe. In case you missed it, this editor made a rather

**TO DEFEAT BLOOD CANCER IT WILL TAKE THE BEST SCIENTISTS, THE TOP DOCTORS AND THE FINEST LABORATORIES. NOT TO MENTION, A CREW OF SAILORS.**

Raise a sail to find a cure. The fifth annual Leukemia Cup Regatta benefiting The Leukemia & Lymphoma Society is October 2nd and 3rd at The San Francisco Yacht Club in Belvedere, CA. VIP dinner featuring America's Cup champion, Russell Coutts.

**Register at: [leukemicup.org/sf](http://leukemicup.org/sf)**



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**LEUKEMIA  
CUP  
REGATTA**

The Leukemia & Lymphoma Society

Photo courtesy of David Dibble

# THE RACING

lackluster appearance on KQED's *Forum* the previous Friday morning, at which time the Mayor's office — represented by Kyri McClellan — made it very clear that they would be going after the one-time exemption to the environmental review required by the CEQA.

So why the change of heart? We're guessing that Mayor Newsom has wisely realized that the chances of the 34th America's Cup coming to the Bay are so slim that it's not worth pursuing the exemption. The environmental community has rightly argued that one-time exemptions — the first of which was enacted last October for the City of Industry's bid for an NFL team — represent a slippery slope for the state, as they create an opportunity for big-business to circumvent environmental protections.

With BMW Oracle Racing giving the City a September 30 draft-plan deadline in the middle of August, the keystone CEQA exemption would have been a monumental, if not impossible, undertaking. According to McClellan, the bill would have had to be introduced and signed by the end of the legislative session on



LATITUDE/ROB

**The first three of the St. Francis YC's 10 brand-new J/22s slated for team racing have arrived.**

August 31.

With pretty much all other pending legislation finalized, this would have meant that the exemption would have

been a stand-alone bill — introduced in the last seven days of the session, and extremely challenging to pass. As of August 20, McClellan said that the City had been talking with some of the Bay Area's representatives in Sacramento in order to find one willing to introduce the bill. In attempting to make the case for the exemption in an article in the *Chronicle* last week, Newsom argued that there was no way the Cup would come to the Bay without the exemption.

He's right. But what Newsom either didn't realize, or felt he couldn't acknowledge at the time, was that even with the exemption, there is a very small chance that the match for the 34th Cup will come to the Bay.

Much of the debate has pivoted on what we believe is the correct view that Larry Ellison would like to see the Cup contested on the Bay. But we just don't think it's as simple as that. Ellison has a day job and so has delegated the running of the team to his CEO, Russell Coutts. We can't imagine Coutts would have signed on without making it clear that

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all the decisions were his and his alone as he attempts to realize the vision he first thought — incorrectly — he would be seeing through with Ernesto Bertarelli in '07 with AC 32.

If Coutts and Ellison were concerned solely with defending the Cup, they would host the event here in a heartbeat, as an event on the Bay would likely bring fewer challengers into a venue with some distinct hometown advantages. But it would seem that both have an abiding interest in doing what's best for the Cup. And what's best — according to many pundits — for the Cup, from the standpoint of attracting more teams, more commercial sponsorship, more worldwide profile, and a sustainable existence, is to hold AC 34 in Europe.

Coutts also has two important things to consider. The first is that if the rumors are true, one or more European countries are offering big money to land the event, and let's face it, Coutts is not running a charity. The second is not pissing off his constituents — the professional sailors — who would be paying about 28%

more income tax if the event were in the U.S. than they would pay working under the 12% cap on income tax that was present in Valencia for the 32nd match. Don't kid yourself into thinking this isn't a significant concern for someone like Coutts — he would be giving up a pretty significant chunk of change himself if the rumors of his salary being in the mid seven-figure range are true.

Consider all of this in light of the fact that the nearly all-Kiwi team is based out of Valencia this year, and there are just too many indications that the event won't come here in '13 or '14. We think Newsom



COURTESY BMW ORACLE RACING

*Can the red carpet overcome the green tape in the way of an America's Cup village on San Francisco Bay? Right now, it doesn't look promising.*

understood this when he decided to no longer seek the CEQA exemption. Who knows, if BMW Oracle Racing successfully defends wherever the Cup lands, there just might be a chance we could get the next one.

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With a special report this month on **Three Elegant Ladies** who ply Bay water with grace and style, plus miscellaneous **Charter Notes**.

## Tall Masts on the Bay: A Tale of Three Schooners

In an era when typical consumers seem to crave anything and everything that's ultra-modern, synthetic and built in China, it's refreshing to know that hundreds of Bay Area sailors still revere old-time nautical traditions. The annual Master Mariner's regatta, for example, attracts dozens of lovingly cared-for vintage woodies to their annual spring-time contest, and last month's Great San Francisco Schooner Race brought out close to 20 splendid S.F. Bay-based schooners, three of which are licensed to charter.

They are: the 115-ft (LOA) *Eros*, the 85-ft (LOA) *Seaward*, and the 78-ft (LOA) *Freda B*. Each one is focused on different niches within the charter market, which we'll tell you about here.

If you know anything about the pedigree of the spectacular schooner *Eros*, you're probably wondering how this European-built hull can legally charter in U.S. waters. After all, the 90-year-old Jones Act still restricts foreign-built hulls from chartering here, supposedly in order to protect American ship-building. Yeah, we know, "What American ship-building?"

Apparently that's the question that renowned nautical preservationist Elizabeth Meyer asked during her bid to win

**Although there are modern upgrades elsewhere, the main salon aboard 'Eros' is true to its 1939 styling.**

an exemption so that her famous 1934 J-Class sloop *Endeavour* could legally charter in U.S. waters. She eventually did win the battle, which elevated her beloved 130-footer to a special legal status. The way we understand it, this created a legal loophole that only vintage vessels of a certain tonnage can sail through. *Eros*, which is 103 feet on deck, meets the strict criteria for the exemption too. In fact, just last month her owners, Bill and Grace Bodle, received their Coast Guard certification, making her the largest sailing yacht available for charter on the Bay.

As we explained in our October 2009 feature on this exquisite Marconi-rigged schooner, she was built in England in 1939 for the daughter and son-in-law of a British Lord, and had a remarkably colorful history before arriving in the Bay in the late 1980s. Not only had she been commandeered by the Royal Navy before her owners took a single cruise aboard her — she participated in the famous evacuation at Dunkirk, in addition to patrolling the English coast — but she served for many years as a floating playground for Greek shipping tycoon Stavros Niarchos — renowned as the world's first billionaire.

Bill and Grace ran across *Eros* often in the Med during the Niarchos years, as they ran charters for years aboard their previous schooners, *Nordlys*, *Grace* and *Panda*, splitting seasons between the Caribbean and the Med.

The story of how they came to own *Eros*, however, is a long one. The capsule version is that a German businessman bought her in 1991 and commissioned Alameda's Stone Boat Yard — which was then owned by Bill and Grace — to refit her from stem to stern. The mind-numbing process included removing her entire interior and each of her 3-inch-thick Burma teak planks,



so her steel skeleton could be refurbished.

Thirty men worked on her day-in and day-out for about a year, before the German ran out of money. He settled the delinquent yard bill by signing over the stripped-down hull to Bill and Grace. When you see *Eros* today, that seems like a sweet deal. But, in fact, it took another 18 years, countless hours of labor, and buckets full of cash before she was finally finished and able to sail again last summer.

As you can imagine, a daysail, overnight charter or week-long cruise aboard *Eros* won't come cheaply. But if you can afford the price of admission, we can't think of a more worthwhile reason to splurge. This vintage thoroughbred's restoration is truly museum-quality.

Today *Eros* can comfortably accommodate up to eight guests in four double cabins, and will be equipped while on charter with small boats for sailing, paddling, water skiing or snorkeling.



# OF CHARTERING



TOM BRICHTA

***It took 18 years to fully restore the classic 1939 schooner 'Eros'. She's a nautical work of art, seen here blasting across the Bay.***

Her elegant main salon has been preserved exactly as it was when launched, apart from the addition of a piano and a plasma TV that disappears from view when not in use.

The galley, however, is state-of-the-art, as Grace — who was trained as a Cordon Bleu chef in France — loves to whip up all sorts of exotic cuisine. The schooner will carry a crew of six while on charter.

Bill and Grace have successfully chartered their schooners all over the world. As Grace explains, "Our guests have included captains of industry, movie directors, yacht designers, avid sailors, the rich and famous, and the not-so-rich and not-so-famous.

"The common thread among them has been a love of sailing coupled with a desire to relax in a unique and private setting, away from the pressures and

stresses of normal life."

For the remainder of the summer, she'll be available for short charters on San Francisco Bay. Then in late October she'll sail out the Gate bound for Panama.

There, she'll be available for charters for several months in the Las Perlas Islands and the San Blas Islands, before repositioning to the Eastern Caribbean. There, Bill and Grace plan to cruise and charter within the 500-mile island chain between the Virgin Islands and Grenada,

and we wouldn't be surprised to see *Eros* participate in any of the Caribbean's classic yacht regattas — where museum-quality vintage yachts are the norm.

Oh, and we should mention also that if money is no object, the crew can arrange to have the ultimate charter toy on board: one of Graham Hawkes' deep flight submersibles and a professional instructor! For more info call (510) 439-8830, or see [www.schoonereros.com](http://www.schoonereros.com).

Although *Eros* is a hard act to follow, the staysail schooner *Seaward* also has plenty to crow about. Since her arrival in the Bay five years ago, this 85-ft steel schooner has served as the flagship and floating classroom for the Sausalito-based nonprofit Call of the Sea, which is primarily dedicated to youth sailing programs. And in doing so she's sparked curiosity about a broad range of disciplines in the minds of *thousands* of young scholars.

Co-founder and primary skipper Alan Olson says, "Our 3-hour program, Bay Explorations, gives students a rich, hands-on experience aboard a traditional sailing vessel, as they learn about Bay and California coastal history, practice navigation and seamanship, and explore the unique environment of the San Francisco Bay."

The program's curriculum is designed to mesh with fourth- and fifth-grade California state standards in social studies and science, but can be adapted to other grade levels also. "With a large sailing vessel as a teaching platform," Alan ex-

***During Seaward's Mexico cruises, activities strike a balance between education, exertion and simply catching up on relaxation.***



WOODY SKORIAK

# WORLD

plains, "students receive an invigorating outdoor program that inspires inquiry and understanding."

It's been an awfully long time since we were in the fourth or fifth grade, but these programs sound more engaging and fun than any field trip we ever took. In addition to learning about the Bay's marine ecology and early California history, kids get to raise sails, take a turn at the helm and do a bit of hands-on traditional navigation, using charts, a compass and a good old-fashioned taffrail log.

But such programs are only a portion of what *Seaward* has to offer. Built in '88 for both comfortable inshore chartering and challenging offshore passage-making, she carries the highest possible US Coast Guard stability rating for exposed waters, and has a smooth and comfortable motion.

In addition to her youth education programs, she's also available for a variety of private group charters with up to 40 passengers, as well as Saturday morning Family Adventure sails (on selected weekends), sunset sails, and



WOODY SKORIAK

**Whether young and old, everyone gets a chance to pitch in and learn the ropes during *'Seaward's* Mexico cruises.**

educator outreach sails where teachers get an advanced look at the elements of the schooner's educational programs.

Regular readers probably know all that, but they may not know that she's also offering some very special opportunities this winter outside the Bay, as she's heading for the sunny latitudes of Mexico. From early January through late March *Seaward* will offer a series of cruises in and around the Sea of Cortez, in addition to the southbound and northbound legs at either end of the schedule that are great for those who are eager to test their mettle or earn sea time toward a Coast Guard captain's license. If time allows, stops on the transit legs may include Cedros Island, Magdalena Bay, and possibly a day-long visit to the protected whale breeding grounds of San Ignacio Lagoon.

As Alan points out, these 6- to 15-day programs are ideal for folks who can't make the timing of the Baja Ha-Ha rally or can't afford the time and money to go cruising on their own boat.

Within the schedule there's also a Sea Scout leg, and a Rotary leg focused on bringing school books, supplies and clothing to the remote fishing villages in

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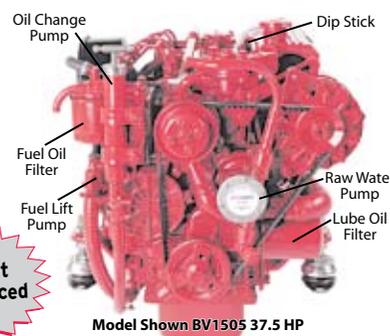
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# OF CHARTERING

the Sea of Cortez.

"*Seaward's* goal this year will be to expand the Rotary-sponsored mission," explains supporter John Skoriak, "while making sure that there is also plenty of time for fun, exploring, adventure and experiencing Mexican culture. This year *Seaward* will also host local Mexican youth groups on board for several-day or week-long legs.

"As in previous years, the passengers will typically be a mix of adults, both male and female, couples and singles, and perhaps even a young trainee crew member doing a semester at sea to learn the ropes.

"A typical winter crew may include passengers who have never sailed before, as well as experienced hands from local sailing schools and yacht clubs.

"Under the watchful eyes of *Seaward's* experienced captains and professional crew, passengers assist in every phase of operating the boat, from hoisting sails to steering, from navigation to anchoring, from cooking to cleaning. It's all part of the adventure!

"Sailors who have some experience, but have never done an ocean passage, often sign up for the ocean legs, Los Angeles to Cabo, or the trip back to San Francisco."

*Seaward's* home berth is in Sausalito at the Bay Model Visitors Center. For more info about all of her programs call (800) 401-7835 or visit the website: [www.callofthesea.org](http://www.callofthesea.org).

The latest addition to the Bay's charter fleet is the 78-ft gaff schooner *Freda B*, which arrived here in June. Built of steel in '92 in Florida, this black-hulled beauty was designed specifically for chartering.



WOODY SKORIAK

**Taking a turn at the helm of a splendid schooner like 'Seaward' while roaring along in Mexico's sunny latitudes. What could be better?**

Although buying her in a down economy may seem like a bit of a gamble, her new owners, Paul Dines and Marina O'Neil of S.F. Bay Adventures, know from experience that there's a substantial

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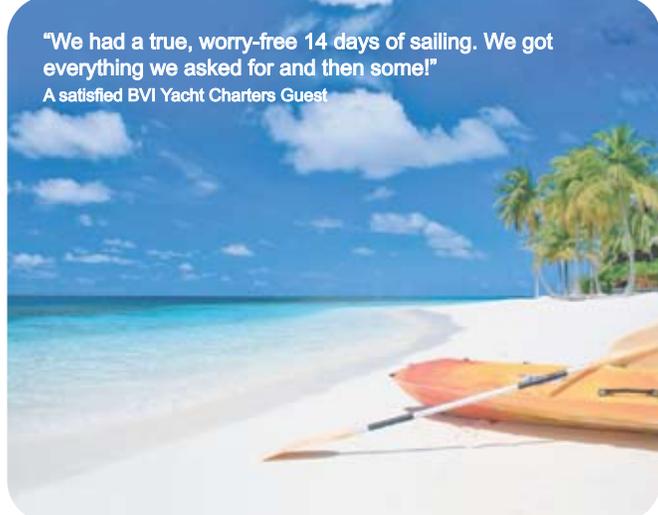
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# WORLD

demand in the Bay Area for traditionally rigged vessels. And apparently their hunch is already paying off. They had their first paid charter aboard her the day after receiving their official Coast Guard multi-passenger certification in mid-July (for up to 46 guests).

For years, Paul and Marina have been booking charters of all types on other people's boats, as well as on their own 32-ft Grand Banks trawler *Simba*, which used to belong to Paul's sailing mentor, the late Charlie Merrill. They'll continue to do so, but they really wanted to be able to offer a traditional sailing craft whose schedule they completely controlled.

Marina explains, "Paul and I had been looking all over for a larger schooner, but everything we saw on the market was wooden, and we really wanted steel. In January, we finally heard about this one, and she seemed perfect for our needs."

Getting this sleek gaffer to the Bay was a story in itself. When Paul and Marina took the plunge a few months ago, the Atlantic hurricane season was fast approaching. Paul did some work on her in Florida, then shipped her from



WOODY SKORIAK

*The new girl on the Sausalito waterfront is a fine addition to that nautical town's legacy of traditional sailing craft.*

Fort Lauderdale to Ensenada, Mexico. From there, he and his crew sailed her to Sausalito in only three and a half days.

After arriving at her new homeport, she was soon re-named *Freda B*, in honor of O'Neil's grandmother, who was raised in Mill Valley and worked on liberty ships in Sausalito during WWII.

One of the good things about the 'new girl in town' is that you don't need to book the whole boat to enjoy a sail aboard her. She's slated to run 13 scheduled sails per month, which are individually ticketed. These include Friday evening sunset sails, an evening sail on every full moon, and weekend sails that focus on natural history and wildlife — from 9 a.m. to noon every Saturday and Sunday. Naturalist Trish Mirabella comes along on these to enhance the passengers' awareness and understanding of the Bay's natural ecosystems. "One of the great things about Trish," says Marina, "is that she's really enthusiastic, and she speaks both 'kid' and 'adult', if you know what I mean." We do. It's not every tour guide who can easily relate to kids and engage them in science.

In a similar vein, Paul is in the process of putting together special programs for



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# OF CHARTERING

the Point Reyes Bird Observatory. "There are all sorts of special niche markets that can be tapped into. And this boat is great for special sails with a particular theme."

In the future, overnight trips, possibly outside the Gate, may also be offered, as *Freda B* has eight bunks. For the time being, though, she'll stick to her scheduled sails, while also offering a variety of customized group charters: nautical weddings, corporate teambuilding, the spreading of ashes, regatta spectating, Angel Island picnics, student sailing programs, you name it.

While many Bay boats make similar offerings, we don't know of any others that enthusiastically attend the annual NorCal Pirate Festival in Vallejo each August. Marina says she can hardly wait to sail up the river next year aboard *Freda B*, with a boat-load of fully costumed swashbucklers lining the bulwarks. Sounds like fun to us.

"We're over the moon about *Freda B*," says Marina. "How many times in life do you really get to live your dreams?" Point

well taken. We wish them the best of luck. For more info call (415) 331-0444, or see: [www.sfbayadventures.com](http://www.sfbayadventures.com).

Generations ago schooners and square-riggers were the dominant breed on the Bay. But these days, of course, their numbers are few — all the more reason to spend some time aboard any or all of these three lovely ladies.

— andy

### Charter Notes

While we're on the subject of newly certified charter boats in the Bay, we're happy to report that Captain Kirk Miller recently obtained a multi-passenger Cer-

*Partners Paul and Marina (at the wheel) shared a happy moment with their crew shortly after 'Freda B' arrived on the Bay.*

tificate of Inspection (COI) for his sweet **Santa Cruz 50 Bay Wolf**. Although she can now legally charter with **25 passengers**, Kirk says, "We are focusing on groups of up to 20 passengers with 12-15 being the ideal number." Either



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# WORLD OF CHARTERING

way, that's a big step up from his previous 'six-pack' (as in six passenger) rating.

"We have been having a great time with the boat," says Kirk, "taking groups out under the Gate and showing them some real fast sailing. She's a total joy to sail: fast, responsive, and she has a long racing history that includes a strong showing in the in the 1998 Pacific Cup."

Kirk encourages active participation, making the pitch that chartering with him is a "great opportunity to sail on a legendary racing yacht without the hassle or expense of owning the boat."

He offers a wide range of group charter options, from weddings to teambuilding and everything in between. But his boat's racing pedigree is what attracts most customers. After all, as her designer, Bill Lee, famously said, "Fast is fun!"

One thing about Kirk's operation that's well worth pointing out is that



**If you agree that fast is fun, consider spending a day with Captain Kirk aboard the record-setting SC 50 'Bay Wolf'.**

he **donates 10% of his gross** (not net) revenues to nonprofits including Big Brothers Big Sisters, Guide Dogs for the Blind, the Spaulding Wooden Boat

Center, Operation Smile, and others. Guests can pick the charity of their choice. We tip our hats to him for that and would encourage other operations to follow suit if they can.

For more info on *Bay Wolf's* charter offerings, see [www.sfbaysail.com](http://www.sfbaysail.com).

We'd also like to say a heartfelt *happy birthday* to Jay Gardner and the crew at **Adventure Cat Sailing Charters**, who are celebrating their **19th year in business** this month.

As a **special promotion** to *Latitude* readers they'll take \$19 off every Bay Cruise or Sunset Cruise on September 19, which brings the cost down close to what it was when they started

nearly two decades ago — we're talking about a Bay Cruise for only \$11.00 or \$26.00 for a Sunset Cruise. Sounds like a party that's well worth attending. Happy birthday, guys!

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# THE HEROIC TAILS OF ADVENTURE CAT!

PART III



"I REMEMBER BACK WHEN I WAS JUST A LITTLE KITTEN AND MY OWNERS DREAMED UP THE IDEA TO BUILD A LARGE CATAMARAN. THEY LOVED SAILING SO MUCH AND WANTED OTHER PEOPLE TO EXPERIENCE THE BEAUTIFUL SAN FRANCISCO BAY."



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# CHANGES

With reports this month from **No Name** on cruising Mexico for eight months aboard a 30-footer; from **Nanu** on emergency surgery south of the border; from **Azure II** on cruising the Med with a 5th grader and a 7th grader; from **Digital** on medical problems before and while cruising; a cruiser's **Mini-Guide to Santa Barbara**; and **Cruise Notes**.

## No Name — Catalina 30 Bob Bahlman and Margie Hewes Eight Months On A Catalina 30 (Sausalito / Lake Tahoe)

Bob and Margie's original plan was to sell their home in Tahoe, then buy a boat bigger than their Catalina 30 in order to "go anywhere for as long as we wanted."

But when the housing market went in the dumps, they decided to take their home off the market, rent it as a vacation rental, and cruise Mexico in the boat they already had.

"We're so glad we ended up doing it the way we did," says Bob, "because it gave us a chance to find out if we really liked

cruising before pouring a lot of money into a much bigger boat. We discovered that we really do like cruising, and the next time we go out, we want to do it for an indefinite period of time. But the Catalina was a great boat for an eight-month trial in Mexico."

"No Name had everything we needed and was really great," agrees Margie, "but it was a little bit like camping. So now that we know we love cruising and want to go out for a much longer period of time, our next boat will have many more creature comforts. She will also be quite a bit bigger, as we really got nailed going into Turtle Bay on the way back. It was like white-water rafting."

One of the benefits of a simple boat is that there is much less to go wrong.

**With Margie being a personal trainer and spin instructor, there was no need for 'No Name' to be outfitted with a windlass. She was it!**

"The only mechanical problem we had in eight months of cruising was with an electrical part of the engine ignition. But once I brought the part down from the States and replaced the bad one, it was the end of our problems. On the other hand, we met a lot of other cruisers on bigger and more complicated boats who got bogged down with engine, transmission and other problems."

The couple started their Mexico adventure by doing the '09 Ha-Ha. Unlike most one-season cruisers, they travelled all the way down the coast of mainland Mexico to Huatulco, which is about 350 miles southeast of Acapulco. "It wasn't until we got down there that we found the really clear blue water and white sand beaches that we'd been dreaming about," says Margie. "On the way back north, of course, we discovered that the Sea of Cortez has beautiful blue water and white sand beaches, too."

"Our impetus for heading that far south was a conversation with a woman who recommended we visit Puerto Escondido," remembers Bob. "But it was Huatulco that we really liked. We spent 15 days in a marina and really enjoyed ourselves. One of the best parts was that we met lots of cruisers who were really 'out there'. Because if you're passing through Huatulco, you're not a one-season cruiser, but either someone who is returning from a long cruise or just taking off on one."

Despite going with just a 30-footer, the couple brought along some toys, including kite boards, a gas-powered hookah, dive equipment and much more. The one thing they wished they'd brought, but didn't, were bikes. Both are very much into physical fitness, and thought the bikes would have given them much more cardio, in addition to more mobility on land.

A diver for more than 20 years, Margie was knocked out by the El Bajo sea mound that comes to within about 60 feet of the surface in the Sea of Cortez. "It had the most sea life we saw anywhere on our trip. Among other things, there were lots of big green moray eels, the kind you only find in deeper water. We really recommend El Bajo."

While having a simple

LATITUDE/RICHARD



Finally, clear blue water and white sand beaches in Mexico.



boat has much going for it, it also means there will be some inconveniences. For example, there is not a lot of room on a 30-footer to store a dinghy on deck. So they either towed it behind the boat or had to go to all the trouble of breaking it down and storing it in the quarter berth each time they made a significant passage. And then they had to put it all back together and launch it when they wanted to use it again. But they didn't seem that put out by only having an eight-foot dinghy with a 2-hp outboard — augmented by a two-person inflatable kayak.

No Name was also one of the few full-time cruising boats without a windlass. "This is my windlass," laughed Bob, pointing to Margie. "I was a personal trainer at the Mill Valley Health Club & Spa," she said, "so damn right I pulled the anchor up hand over hand."

Having learned from their eight months of cruising, Bob and Margie currently plan to sit on their house and wait for the housing market to recover

LATITUDE/NICK



# IN LATITUDES



LATITUDE/NICK

"The incision was this long," says Rachael, indicating the length of the cut with her hands. Her hands also describe how tall the stack of hundreds probably would have had to be to pay for the same surgery in the United States. Meanwhile, Eric feigns how he felt after surgery.

before selling it and downsizing to a condo. "When we move up to a bigger boat, we want to pay cash for her," Bob explains.

— latitude 08/05/10

## Nanu — Ericson 29 Rachael Nemcsok / Eric Sorensen Surgery South Of the Border (Half Moon Bay)

We've read many reports in *Latitude* about how often cruising plans change. Ours have changed more times than Eric and I have fingers and toes. We've also read plenty of stories in *Latitude* about how good and economical medical care can be in Mexico. Little did we know that we would experience it firsthand.

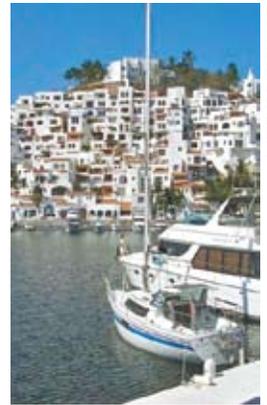
Eric and I met in Puerto Vallarta in '08. He'd already singlehanded from Half Moon Bay to southern Mexico, and had sailed back up to Puerto Vallarta to visit his parents. I'm a mining engineer, and

I was in Vallarta on a work break from my job at a silver mine in central Mexico. Eric swept me off my feet by, among other things, teaching me how to sail. So I quit my job and moved aboard with him. You can imagine how thrilled my family back in Canada was.

When we cruised the Sea of Cortez that summer, this girl from a small town in Ontario found just about everything from the cactus to the goofy booby birds to be as interesting as anything I'd ever seen before. Although the crystal clear waters lured us to stay longer, by August the sweltering heat of the Sea finally became more than we could bear. After putting *Nanu* on the hard at Marina Seca, Eric returned to work in California and I to work in Canada.

Eric returned to *Nanu* after four months, then did the Bash back to California.

I was relieved when he called to tell me he'd finally gotten the boat tied up back in her berth in Half Moon Bay. It was a very short-lived relief, for after being home for only six hours, Eric lost control of his bike going down a steep switchback road, and slammed head-first into a parked car at an estimated 50 mph. He suffered severe brain hemorrhaging, fractured both of his eye sockets, collapsed both lungs, had a compound fracture in his right tibia, ruptured his spleen, and had other injuries.



LATITUDE/RICHARD

Eric was first taken to the doctor at the Las Hadas Resort.

Despite the horrific accident, Eric was back in full action by October. I quit my job again, and joined him in California to help prepare *Nanu* for a cruise to Ecuador. Having looked into it, Eric decided that Ecuador — with its temperate climate, lack of lightning, and low cost — would be a good place to leave the boat for a summer before we would head across the South Pacific.

We crossed the border into Mexico in December of '09, and welcomed in the new year at La Cruz. We love Mexico for the beautiful scenery and wonderful people! We took our time heading south, hitting lesser known anchorages and staying longer than planned in some places to mingle with long-lost friends or have dinner with new ones. We caught excellent surf at Quimixto, rowed up the jungle river at Tenancatita, and knocked down coconuts for eating at Carrizol — to name just a few of the fun things we did. We were the happiest couple that

**Whenever Rachael had to get on the radio to call for help, other cruisers would respond — even at 3 a.m.**



LATITUDE/NICK

# CHANGES

the world had ever seen.

But on January 22, while anchored in Carrizol Cove, which is about four miles northwest of Manzanillo, things started to go bad. After a wonderful dinner with friends Linda and Mike aboard their boat *Tranquilo*, Eric began to complain

of a sore stomach. Neither of us thought much about it, but that night he began to vomit violently. His condition worsened the next day, so that afternoon Mike and Linda, plus Kevin from *Tashee*, convinced Eric to see a doctor.

**Unfortunately for Eric, Gatorade doesn't cure ilius.**

Eric and I were taken aboard *Tranquilo* and rushed to the Las Hadas Resort, where Mike and Linda had arranged to have the doctor waiting. After poking and prodding at Eric's now swollen and painful stomach, the doctor diagnosed him as having an intestinal infection caused by something he'd eaten. After giving Eric an injection of what we believe to be a painkiller and an antibiotic, he sent us on our way with some Gatorade. He said Eric needed to return the next day for one more shot. The visit at the luxury resort hotel cost us \$120.

Eric was still having stomach problems when he visited the doctor the next day, but the doctor reassured us that Eric would be fine, and that he could eat again.

That night, Eric only managed to down a little pea soup before he had to lie down because of the pain. Even the emergency pain medication couldn't mask his severe discomfort. By 3 a.m. I was desperate for help. I had no luck

**With Eric healthy once again, he and Rachael enjoyed a sundowner in San Diego after the Bash and before continuing to Half Moon Bay.**

hailing *Tranquilo* on the VHF, but Kasey on *Isis* and Kevin on *Tashee* responded. Within 15 minutes, Berke, Kasey's husband, had dinghied over and was taking us to shore. Questioning the night clerks at Las Hadas, we learned that we had two options for healthcare in Manzanillo. The public hospital, which the clerks said was inexpensive but didn't offer the best care, or the Echauri Medical Clinic. Echauri was recommended by all the clerks, although they said it was more expensive. Burke, Eric and I piled into a cab and headed there at 3:30 a.m..

Eric was immediately taken to a doctor's office, and after a knowledgeable, English-speaking female doctor felt around his abdomen, she ordered x-rays. When the x-rays were returned, the doctor explained that Eric probably had a blockage of his intestines — but she wanted to speak with a specialist. Despite the hour, the specialist was called immediately, and Eric was put on an IV.

While waiting for the specialist to arrive, I was asked if we were willing to pay for the "recommended procedures" to ensure that Eric got the best healthcare they could offer. "Of course," I said.

When Dr. Rivera arrived, he used modern ultrasound equipment to outline the area where Eric's intestines were blocked, and followed his digestive track to make sure there were no other complications. After unsuccessfully trying to clear Eric's intestines without surgery, the Dr. Rivera said Eric had to go under the knife. If not, his intestines would rupture. However, they wouldn't operate without a downpayment of \$776, payable in cash or by Visa.

Surgery revealed that Eric had an ilius, which is an intestinal blockage caused by scar tissue. When the doctors in the U.S. removed Eric's spleen following the bike accident, his intestines sustained scars, which eventually healed over completely. But closing off that part of his intestine led to his inability to

digest food as before, and eventually resulted in his swollen stomach and lots of pain.

Eric had a three-hour surgery that morning. Dr. Rivera assured me that the surgery had gone exceptionally well, and that all Eric needed was rest.

The doctor escorted me to Eric's hospital room — a clean, private room with a private shower and toilet. There was a small bed for



a visitor, air-conditioning, and cable TV. Despite all of the comforts, what Eric most wanted was for me to read him the articles from *Latitude* that we'd saved on his laptop. Over the course of about three days, I read him the December and January *Latitudes* over and over again, explaining in depth what the photos looked like.

In the four days that Eric and I spent at the hospital, we got to know the nurses and doctors. Everyone spoke a little bit of English, and most doctors were nearly fluent. Everyone went out of their way to make Eric and me as comfortable as possible. Eric's condition stabilized surprisingly fast, and by the fourth day his bowels were doing what they should be doing. The surgeon bade us farewell, and reminded us to return in five days to remove the stitches.

When we walked out of the hospital, Eric had a new 15-inch incision down the center of his abdomen, with 18 stitches and a smaller drainage hole on his left

GARY GATOR



LATITUDE/NICK



# IN LATITUDES



BOTH PHOTOS COURTESY AZURE II



AZURE II

We spent five days at Marina Bay Marina in Gibraltar, which is a great location because it's near the town center and airport. We said goodbye to friends Nani and Noelani after a great week, and walked them to the airport! Gibraltar is the only place I've been where a busy street crosses a runway. There are gates that go down when a plane is landing or taking off, but other than that, you just walk across the runway.

**Everything must be dual purpose, so the kayak doubles as a diving platform.**

Gibraltar is unusual because it's located in Spain, but has its alliances with Britain. The British took Gibraltar from Spain in 1704, and have held it ever since despite the fact that Spain has tried to take it back 14 times.

We wanted to see the 'Rock', so we all took the cable car to the top. The famous Barbary macaques — aka monkeys — roam freely at the peak, and don't hesitate to steal candy from a baby. From the top we were able to walk down and see Saint Michael's cave, the Great Siege Tunnels that were hand dug by the Brits in the 1700s, and the Moorish Castle. RJ and I were not satisfied with just taking the cable car to the top, so the next day we climbed to the top and then back down the back side. There are amazing views from the summit, as you can see Africa to the south and Spain to the north. — Rodney.

07/24/2010 — We left Gibraltar on Friday at noon, and spent the night anchored off the beach just inside the

**Leo and RJ, resting in the hammock, are having Med cruising experiences that they'll likely be laughing about for the rest of their lives.**

**Spread; A little overdressed for Ibiza, Jane gets a free minute while, inset, the Pimentel males scale the peak above Dragonera.**

side. The total bill for our stay and the operation was \$2,066, which is probably a little less — LOL — than it would have been in the States.

Five days later, Eric called the surgeon at his home and made an appointment to have the stitches removed. Walking into the clinic that night, Eric was greeted like a rock star! The nurses and doctors jumped to their feet and rushed over to shake his hand, then hurried to find Dr. Rivera. Eric's stitches were removed within 10 minutes of our arrival. After asking him how much we owed the hospital for removing the stitches, Dr. Rivera chuckled, shook our hands, and gave me a hug. "Nada," he said. He ushered us out of the door after reminding Eric not to do any lifting or heavy exercise.

Eric's recovery was a mental and physical learning experience for both of us. For example, we got to know each

other really well. And I soon became competent at lifting 6½-gallon water jugs from our Fatty Knees dinghy onto the deck of *Nanu*, something I hadn't been able to do before. There were fun parts, too. Other cruisers giggled when they saw me rowing Eric to shore, and unable to drink alcohol for a month, Eric took me out on a lot of ice cream dates.

The experience confirmed that the cruising community is full of the most wonderful people from around the globe. You all know who you are. And that cruisers can get wonderful and inexpensive medical care in Mexico.

— rachael 04/16/10

**Azure II — Leopard 47 Cat  
The Pimentel Family  
Gibraltar to The Balearics  
(Alameda)**

[The following are a series of reports from Rodney, Jane, and their 7th and 5th graders, RJ and Leo.]



AZURE II

# CHANGES

breakwater in Fuengirola, Spain. We arrived at 8 p.m., but there were still 90 minutes of sunlight left. Even though we are at latitude 36, the sun doesn't set until 9:30 p.m., so the beach was packed with swimmers until 10 p.m. The coast of this part of Spain is lined with high-rises, and the towns seem impersonal compared with the quaint villages of the Azores and Portugal. On the way here, we passed the Sierra Nevada Mountains and anchored in Playa San Francisco. Are we in Spain or California? — Rodney

07/31/2010 — We spent five nights in Puerto Almerimar in the south of Spain as we waited for the weather to change.

Our plan is to stop in Cartagena on our way to Alicante. In Almerimar, we had to Med-moor for the first time. This is where you tie

**In Europe, old is better than new.**

the bow or stern to a concrete wharf, and either anchor or grab a mooring line in the middle of the channel. Securing our cat in this fashion is very scary, as you can easily hit the concrete wharf in the process of getting settled. The other unusual thing about Med-mooring is that you need some way to get from the boat to the concrete pier. Many boats use an aluminum ramp or wooden plank to span the gap. In the spirit of everything on our cat needing to have a dual purpose, we use our kayak as a *passerelle*, which is the Med name for such a ramp.

The southern coast of Spain is very arid, and has sandy cliffs but no trees. The Spaniards figured out the best use for this dry sparse land was growing

**Ibiza is the most x-rated island in the world. In fact, naked mud-bathing is pretty tame compared to what goes on in the nightclubs.**

things in greenhouses. It's strange to see that most of the flat part of this coast is covered in white plastic. From the sea it almost looks like patches of snow running down to the water. There are over 300 days of sunshine here per year, so the coast is also being assaulted by large resorts. There aren't many safe anchorages along this coast, so we've had to stay in marinas. We're ready to get to the Balearics so we can anchor — and save some moola. — Rodney

08/03/2010 — We spent three nights in Cartagena until our friends Sanna and Ville from Finland joined us. Sanna was our *au pair* 10 years ago when Leo was born. It was wonderful to spend time together, and it sure didn't seem as if a decade had passed since we'd seen them last.

Cartagena is trying to transform itself from a military port to a tourist destination, so they are investing big bucks to highlight the historical sites. Since Cartagena has a natural harbor, the Romans had an extensive settlement here. We toured some of the Roman ruins, including an amphitheater. Visiting a town with history is *mucho* more interesting than visiting the manufactured cities along the coast.

The Spanish Navy still has a base in Cartagena. The perimeter of the marina is surrounded with warships, including even a submarine. We visited the Naval Museum, which had an impressive collection of antiques from when Spain ruled the world. Some of the most fascinating items were the maps of the world before the Spanish had sailed around South Africa. Spain, of course, was located as the center of the world in all the maps. — Rodney

08/12/2010 — Yesterday we had a dreamy 50-mile reach from Ibiza to Mallorca, as it blew 10 to 15 knots on the beam with settled seas. We're continuing to explore the main Balearic Islands, as they were our primary destination when we left the Caribbean. They are known to have cliff-lined anchorages, crystal clear water, and soft sandy beaches. They are also known to be very crowded in August, the holiday month in Europe. But we haven't found it to be any more crowded than any other popular summer destination.

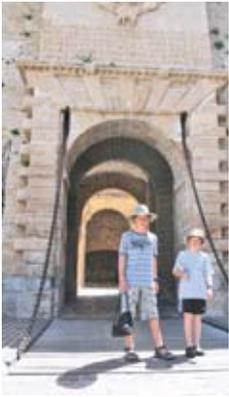
There are three main island in the Balearics — Mallorca, Menorca and Ibiza



— and a few smaller ones. Each has a unique personality. We just spent a week on Formentera, one of the smaller islands, and Ibiza. Formentera turned out to be the naked island, with lots of natural mud baths and young people. We survived. Next we moved on to Ibiza, known around the world as the party island. We nonetheless managed to find some family-friendly spots with excellent snorkeling. RJ and Leo thought the water looked like a pool, and were thrilled to jump off the boat. The weather has been fantastic, although a little on the warm side. The beauty of being on the hook is that you just jump overboard to cool off.

As I write this, we're anchored at Port d'Andratx on the south coast of Mallorca, the biggest of the Balearic islands. Port d'Andratx is a well-sheltered, affluent area with gorgeous houses built into the cliffs. We'll probably spend a week to 10 days at Mallorca before heading on to Menorca, the last of the Balearics. The strange thing to us has been

AZURE II



AZURE II

# IN LATITUDES



PHOTOS COURTESY AZURE II

**Spread; If you have a boat, you can escape the crowds of Mallorca at places like Dragonera. Inset; RJ takes another leap into the future.**

the lack of American boats. We haven't seen one since leaving the Azores. There has also been a shortage of 'kid boats'. Rodney seems to have the boat dialed in, because he's actually been taking time off to read *Latitude*. So we must be cruising! — Jane

New Report — We're still in Mallorca, and we like it better than we imagined. We had heard it was crazy crowded, but with a boat, it's easy to get away from the masses by going to a remote anchorage. We'll probably be here another few days before going north to Menorca, the smallest of the major islands.

We started home-schooling a few weeks ago, but we had to ditch the traditional Calvert curriculum and put together what I hope is a more flexible and friendly program. I sourced a variety of 'best practices' for key subjects. We've started with math, Spanish and

typing, and have gently added writing and geography. History and science are a bit less structured, but also included. We still have some whining, but it feels amazingly better. — Jane

— the pimentels 08/15/10

## Digital — Morgan Out-Island 41 John and Carol Stubbs Florida to California (Fort Lauderdale)

For all of Carol Stubbs' medical misfortunes in the last couple of years, she has a remarkably bright disposition. Her medical problems started just before she and her husband John departed Fort Lauderdale on a two-year cruise down the Western Caribbean, through the Panama Canal, and up the Pacific Coast to San Diego.

While still in Miami, she stumbled getting from a pier onto *Digital*. "I fell onto a stanchion, breaking a rib,

fracturing three others, and puncturing a lung," she says with a characteristic laugh.

John and Carol are big scuba divers, but her injuries kept Carol on the surface for quite a while. "When we got to Belize, I did a little test dive down to 80 feet, but it left me sick for three days. So only John got to dive at the famous Blue Hole in Belize."

"I dove down to 180 feet, and it was pretty interesting," says John, "particularly at about 80 feet where there were all kinds of sharks. Although the Blue Hole is perhaps the most famous dive site in Belize, I thought that many of the other reefs were actually much better. Long Cay, for example, is a really excellent dive."

"The good news," John continues, "is that there are still lots of fish in the Western Caribbean, so the fishing is really good. For example, if you know how to cook them, the barracuda are really delicious."

Barracuda? What about ciguatera poisoning?

"It's true, you can't eat barracuda caught off Florida because of the toxins they get from the reefs," John says, "but everybody eats them in Belize without a problem. And they are tasty."

John and Carol cruise with two big dogs. Hennesy is their pit bull and Marley is their collie mix. "Nobody tries to steal anything from our boat," laughs

**'Why me?' wonders a just-awoken Carol of 'Digital'. If you had her share of physical misfortunes, you'd be asking the same thing.**



COURTESY BELIZE TOURISM

**John found the reef diving in Belize to be terrific.**



LATITUDE/NICK

# CHANGES

Carol.

Oddly enough, Hennesy loves to fish. "She'll watch the tip of the pole all day, and when it starts to twitch, she gets all excited," says John.

"When we get the fish aboard, Hennesy kills it by eating the head," says

Carol. "It doesn't matter how big or what kind of fish it is, she eats the head. Then she leaves the rest for us."

Carol's next medical problem arose while they were at anchor about 40 miles from Salina Cruz in southern Mexico. "She was in terrible pain," says

John, "so we set off the 911 on our Spot Messenger. By the way, I love that thing and highly recommend it

for all sailors. We later learned that the Americans at Spot couldn't get anybody in Mexico to come out and get Carol, so they called the American Embassy in Mexico, which called the Mexican Embassy, which called the Mexican Navy in Salina Cruz and demanded to know why they weren't helping us. So they headed our way."

Not knowing what was going on, after five hours John weighed anchor and headed for Salina Cruz. "I had to get my wife to help," he says. But just after he did, the Mexican Navy showed up in a drug-running type boat. Carol was taken onto that boat and transferred to another boat halfway to Salina Cruz, where she was given mild pain medication. Once they got to Salina Cruz, she was put in a hospital for a week.

"All the people were just wonderful," remembers Carol. "My problem was gallstones. But after my getting treated in the hospital for seven days, they didn't

**Barracuda look nasty the world over. But the Stubbs report that they are safe to eat — in the western Caribbean — and taste delicious.**



COURTESY BARNEY

charge us a cent!"

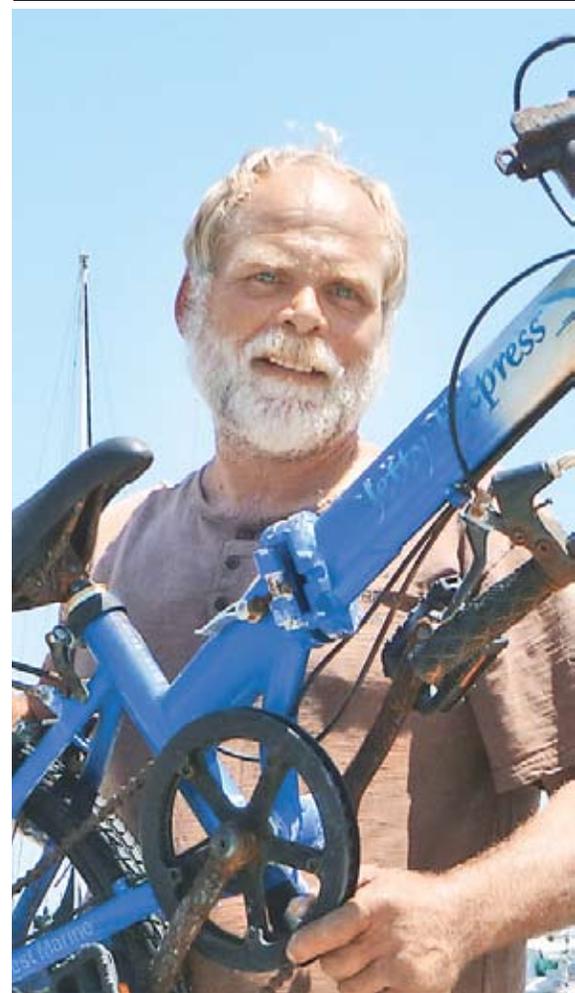
John had a much harder time getting to Salina Cruz. In order to get Carol taken off, he'd had to anchor *Digital* once again, this time in deep water with the wind gusting to 45 knots. He didn't mind being there, but the captain of the 150-ft navy vessel said he'd been ordered to tow *Digital* in. Attempts to ease the ship up to *Digital* to pass a line by hand failed, so eventually they shot a line to the Morgan Out-Island. With John unable to raise the anchor by himself, he eventually had to abandon it as well as all the line and rode. He wasn't very happy about it, but things were about to get worse.

Once the tow was underway, the captain of the navy ship insisted that John put the sails up. After being hit by a strong squall, *Digital* suffered a torn main and the jib sheet got fouled in the prop. Once inside the breakwater at Salina Cruz, control of *Digital* was passed on to a man in a small boat — who promptly let the Out-Island blow onto the rocks. Fortunately, there wasn't too much damage.

"What else can go wrong?" John thought to himself. "I had no sails, my engine didn't work, I had a crack in my hull, and I didn't know where my wife was." What else went wrong is that the commander of the port facility, a new guy, got weird.

"He interrogated me for two hours, asking me really stupid stuff like who my brother was. He wanted me to check into the country, but we'd already done that — and had proof. Finally I got really upset and said that I needed to find my wife. He kind of backed off. After the bomb and drug dogs got done sniffing my boat, the commander became nice and said, "You can go find your wife now." After that, he and everyone else was really friendly. Very, very friendly. We'd meet in all their offices, have lunch with them, that kind of stuff. They ended up being wonderful."

Once Carol recovered, the couple cruised up the coast without trouble — until they anchored off Los Arcos in Banderas Bay. "Carol suddenly started having seizures, something she'd never experienced before," says John. "She had 12 of them in one day, so we called for assistance over the VHF, but nobody heard us. So we went ashore and called an ambulance. Once the ambulance was on its way, I had to return to the boat because it had dragged there before and



because the dogs don't do well alone."

"It was really weird," says Carol, "because when the ambulance arrived, the woman paramedic tried to blame John for my seizures! She was crazy and kept making these ridiculous accusations. 'Fuck you!' I finally said, 'it has nothing to do with John.' Then I walked down to the water's edge to swim back to *Digital*. But as soon as I hit the water, I had a seizure. I recovered, but then had another one. Before long I had sand coming out of my mouth and everything. Two great young Mexican guys, who had seen some of my previous seizures, rushed over to help. They told me they'd be happy to drive me to the hospital in their truck if I would pay for the gas. So I did."

Carol was taken to the American Hospital in Puerto Vallarta for diagnosis and treatment. Her medication, which costs \$88/week, is expensive but has greatly reduced the number of seizures.

But no, that wasn't the end of her physical woes. Carol had to stay alone on *Digital* in Marina Vallarta because John had previously been robbed of his

# IN LATITUDES



LATITUDE/NICK

**Men and ships rot in port. And based on the Stubbs' experience, bikes rust on boats. Would a coat of WD-40 have helped?**

passport in Acapulco, and had to return to Texas to get a replacement. Concerned about his wife's health, John had arranged for some people in the area to keep an eye on her.

"Our dinghy was in the water and losing air," says Carol, "so I got the extension cord and the Shop Vac to pump it up. Unfortunately, there was water in the dinghy, I was barefoot, and the live end of the extension cord dropped into the water. I was getting shocked like crazy and started to shake. Juanito, a guy on a nearby boat who was keeping an eye on me, and who knew my medical history, assumed I was having another seizure. I grabbed the extension cord and tried to pull it apart from the Shop Vac plug, but I started getting shocked even more and couldn't even let go of it. Juanito finally figured out what was going on and ripped the cord out of my hand."

"For the next 3.5 hours I lay on the dock, with my whole body feeling like

pins and needles," says Carol. But it was also the first time in three days that I didn't have a seizure. So when I told John over the phone, he said, "That's really great. Now all I have to do is fire up the gen set and attach the leads to your nipples with alligator clips and you won't have any more seizures."

Carol laughed like crazy when she heard that.

Anyway, John and Carol didn't have any more problems on their way to San Diego, and we're thankful for that.

— latitude 07/15/10

## Santa Barbara A Sailor's Mini-Guide

When it comes to beautiful harbors, none in Southern California can match the nearly 1,200-berth Santa Barbara Municipal Harbor. The view from boats toward the white sand, green grass and palm-lined shore, backed by the green foothills of the Riviera and Montecito, and the up to 4,000-ft tall Santa

Ynez Mountains may not be quite as gorgeous as Beaulieu sur Mer in the South of France, but it's close.

The Santa Barbara YC, located on the sand, just a winch handle's toss from the surf, has only one end-tie for yacht club members with reciprocal privileges. You get one night free, then up to a week at 60 cents/ft/night (for up to seven nights). Since there is only one berth, reservations are highly recommended, and there's no guarantee they'll have space.



LATITUDE/RICHARD

**Santa Barbara surf . . . ah, not so appealing.**

If the YC dock is taken, you have to come to the head of the harbor to Harbormaster's Dock to sign up for a slip and have dye tabs put in your heads. In recent years the fees have jumped from 60 cents/ft/night to 90 cents/ft/night. You can stay for two weeks, and if you're willing to pay double, you can stay another two weeks. If you leave for five days after the first two-week period, you can come back for two more weeks and get the lower rate once again. The harbor does not accept reservations, and does not guarantee they will have a slip for you. If you're a cheapskate or the marina is full, you can anchor off Ledbetter Beach or to the east of Stearns Wharf between the limiting buoys. The latter is much more popular right now, with 75 boats on the hook to Ledbetter's zero. If there's a good swell running down the Santa Barbara Channel, you may roll your brains out. The permit for tying your dinghy to the harbor dinghy dock costs \$50 a year — no matter if you come in for one day or 365 days. So

**David Crosby's 60-ft schooner 'Mayan' has been in the harbor a long time. You can have her for a mil, and rights to the berth for another mil.**



LATITUDE/NICK

# CHANGES

some folks tie their dinghy to Stearns Wharf and climb one of the tall ladders. When we checked the dinghies there, one had a baby sea lion in it and another had snagged on a piling and was getting destroyed. For some silly reason jumping off the wharf is prohibited.

COURTESY ISIS



**Palms and blue sky, two Santa Barbara signatures — despite frequent fog.**

Because of all the commercial activity — oil rig support vessels, the fishing and urchin fleets, and countless tourists — and the pleasure boat activity, Santa Barbara is an unusually busy and interesting harbor. Nonetheless, it's kept clean, and the berth-holder heads and showers are decent enough. Within a very short distance of the marina is lots of nice sand to lie on and grassy picnic areas with benches and BBQs. But the water is cold — 59 degrees in August! — littered with seaweed, and a not very appealing color.

Santa Barbara has a strong Spanish history and favor that can be seen in the public and many commercial buildings, many of which are within easy walking or biking distance of the harbor. If you've got a broken leg, there are buses that run up State Street — the main shopping and restaurant area — from the base of Stearns Wharf, which is also worth a visit. The best distance walk is east from the harbor along Shoreline Drive, which turns into West Cabrillo, which turns into East Cabrillo. You want to continue all the way to East Beach, because if you don't, you'll miss all the lovely young women in bikinis playing beach volleyball.

There's a bike path along this same route, but you'll want to keep on going

**Need to haul in Santa Barbara on your way to the Ha-Ha? Damon Hulst has a Marine Transport to lift you out. And 'Profligate's' original mast.**

COURTESY ELVIS

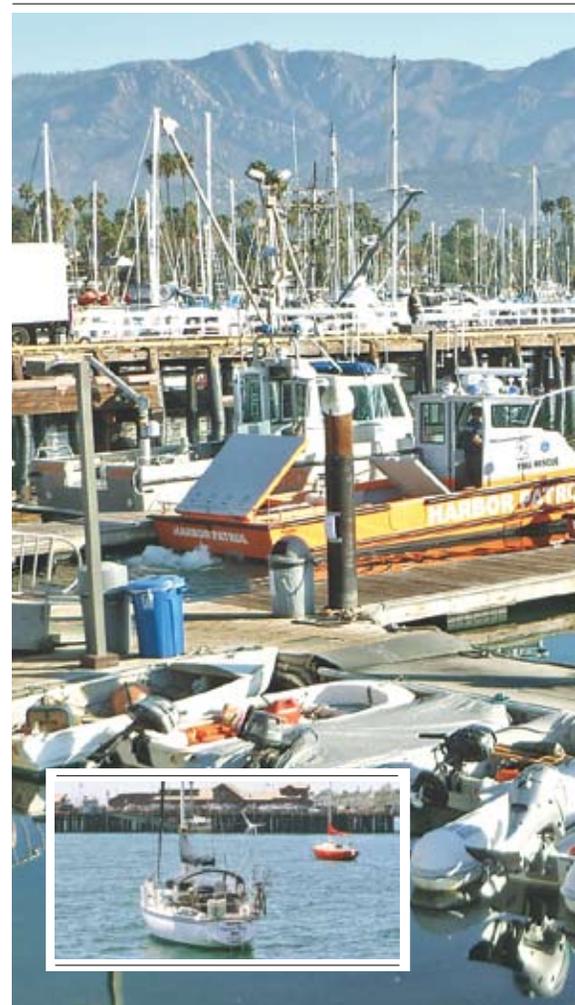


as close to the water as you can, past the Four Seasons Biltmore Resort, to Fernald Point, where the road ends and you have to turn back. The walking and biking trips both take about an hour at a leisurely pace, and feature some lovely views. If you don't have a bike, you can rent one at the foot of State Street. If you're a lap swimmer, the 50-meter Los Banos del Mar public pool is but a stone's throw from the northwest side of the harbor. The fee is reasonable, but for some reason it's only open for short times at weird hours.

If you need a car to drive to Costco in Goleta, Enterprise will pick you up from the harbor. If you need a vacation from the boat after a rough trip down the coast, you might want to use the car to drive: by the mansions of Montecito; up windy and dramatic Gibraltar Road to Camino Cielo, then along the ridge of the Santa Ynez Mountains; down to the wineries of the Santa Ynez Valley; or even to Red Rock or the wild back country destinations of Figueroa Mountain and Zaca Station. You can do most of these in a full day or a few in half a day.

For eats, we like the little sushi place at the head of the harbor for lunch, and the tiny Minnow Cafe, a few feet away, for breakfast. For those who like to stretch their legs, we recommend State Street's All India all-you-can eat lunch buffet for \$10, and Saigon Restaurant for Pho for lunch or dinner. This being a tourist town, there are 100 other restaurants of all types and prices on and around State Street within easy walking distance. If you have crew that need to leave your boat or crew that need to join your boat, the train station is just a quarter mile from the harbor. It only takes about two hours for the train to get to downtown L.A., but for some reason it takes about four days to get to the Bay Area — which is why they call it the Coastal Turtle.

For shopping, Doña de Mallorca likes the little Mexican market at the corner of Castillo and West Montecito, which is about a half-mile from the harbor. "The people who run it are so friendly!" The closest big market is Ralph's a mile away on West Castillo, while the closest Trader Joe's is about a mile-and-a-half away at Milpas and the 101 freeway. They are easy to walk to, but if you're buying refrigerated items or heavy stuff, you probably want to take a taxi back.



There is a basic West Marine in the harbor and a more extensively stocked one near Trader Joe's. If you need to haul your boat, our friend Damon Hulst runs Harbor Marine Works, the only yard in the harbor, and will happily lift your boat.

Santa Barbara is not only a great place to stop on your way south — hopefully for the start of the Ha-Ha — but is also the gateway to 25-mile distant Santa Cruz Island. Our old friend Mike Pyzel, who still has the Cal 28 *Caballo Blanco* that he bought in '71 and sailed in the first Singlehanded TransPac in '79, says it's a nice reach across to the island and a nice reach back. He should know, as he's made the crossing a mind-boggling 600 times!

— latitude 08/18/10

## Cruise Notes:

All other things being equal, the bigger the catamaran, the less likely she is to flip — but it's still possible. This was proven in early August about 120 miles west of Niue when American Kelly



**Spread; The Harbormaster's dock at Santa Barbara. Inset above; The Los Banos pool. Inset left; Two of the 75 anchored-out boats.**

Wright's Atlantic 57 *Anna* was blown over by winds gusting to at least 62 knots. The cat reportedly had been sailing normally in less than 20 knots of wind under a reefed main and a self-tacking jib, when a squall approached that looked no different than any of the others in the previous 24 hours. But this squall packed a terrific punch. Before Wright, who is from Santa Fe, and crewman Glen McConchie, who is from Christchurch, New Zealand, could get both the sails down, the cat was already going over. The men would spend about 15 hours on the overturned cat before their EPIRB brought a Royal New Zealand Air Force Orion, which in turn directed the ship *Forum Pacific* to their rescue. Both of the men were in good physical condition when they were picked up. *Anna*, which is a lighter and longer version of Chris White's respected Atlantic 55 design, was launched in Chile in May of '09. She was then sailed 8,000 miles in the South Pacific, and was on

her way to Tonga to help with whale research when she went over and ultimately had to be abandoned. According to Wright's website, he previously owned an Atlantic 42, switched to a powercat, then switched back to the big sailing cat. Wright reports having 30,000 miles of ocean experience.

Unable to reach Wright by press time, we spoke with designer Chris White, who has been sailing *Javelin*, his Atlantic 55 cat, in the Caribbean for much of 2010. White said *Anna* is only the second of his cats to have flipped in 20 years, the other being an Atlantic 42 on Lake Michigan. White, who had been communicating with Wright by email, told *Latitude* that both capsizes were from wind alone and had the following in common: 1) Neither captain thought a capsizes was a possibility until it was too late. 2) Both boats were under autopilot all the way through the capsizes. And, 3) The mainsheet didn't get eased or released.

White thinks it's important for all sailors — but cat sailors in particular — to understand that

as the wind speed doubles, the force on the sails quadruples. So in the case of *Anna*, where the wind went from under 20 knots to over 60 knots, the pressure on the sails increased by more than nine times! White recommends that cats be well-reefed in areas of squalls, partly because they don't lose much speed by being reefed; that the autopilot be turned off several minutes before a squall hits; that a human take the helm and be ready to luff up or bear off depending on the circumstances; that sheets, especially the main sheet, be ready to be eased quickly; and that the engine be started in case there is a massive windshift and help is needed bringing the cat into the wind to drop the sails.

"*Anna* was a well-built and extremely seaworthy catamaran," White told us. "Her loss has been the proverbial 'wake up call' to all of us who sail catamarans. The cruising catamaran is normally so forgiving that we can get lulled into complacency, so we have to remain vigilant and have a plan for dealing with sudden massive increases in wind speed and changes in wind direction." For White's detailed analysis, visit [www.chriswhitedesigns.com](http://www.chriswhitedesigns.com).

**Update:** On August 19, about 20 days after *Anna* flipped, she somehow drifted unscathed through the East Passage of the outer reef at Vava'u, Tonga, but was then damaged on an island. She was later taken to a mooring at Neiafu. There is a great YouTube video titled 'Atlantic 57 catamaran capsizes'. After 15 hours on a upturned cat, the two crew members look as though they'd just come aboard after a great swim. The moral is if you're going to flip a cat, do it in the tropics! And if you're going to flip in cool or cold waters, have full wetsuits or survival suits.

**Double Update:** After this month's *Changes* went to press, we received much more information on the capsizing of *Anna*. Please see *Sightings*.

**Doing it backwards? Having sailed from Australia to New Zealand to Hawaii to Alaska, Dan and Carol are getting ready to sail to Mexico.**



# CHANGES

Shortly after we got the news of *Anna* flipping, Dan and Carol Seifers of the Pt. Richmond-based *Seawind 1160* (38-foot) **Caprice** took an end-tie across the way from **Profligate** in Santa Barbara. In their 60s, the couple decided to sell their Gemini cat and fly to Australia to buy the *Seawind*. Not only did they buy her, they also cruised her to New Zealand, then all the way to Alaska, then back down to the Bay Area. Knowing they have their open ocean sailing chops, we asked Dan what sail they carried when they had up to 37 knots of wind from Arguello to Conception. "We shortened down to a triple-reefed main with no headsail," he replied, "and we were still doing 9 knots." Seifers agrees with White, that as long as there is a decent breeze, a reef doesn't slow a cat much. After a visit to Catalina, the Seifers will leave their boat in San Diego for a month prior to doing the Ha-Ha and cruising in Mexico.

**Pat Rains** of the *San Diego Log* has been reporting that the new administration in Panama has passed laws that, when implemented, will allow foreign-registered pleasure boats to stay in



ESCAPADE

**One of the many great things about Panama is that the veggie man delivers. And he delivers quality fruit and vegetables.**

the country for one or two years — as opposed to what had effectively been a 90-day limit. The cruising permits used to be good for 90 days followed by a 90-day renewal, but Rains says at the end of

'09, some officials would make boatowners leave the country for 72 hours before allowing them to return for a renewal. The new one-year Sailing and Navigation license will be \$5 per year, renewable for a year. The annual Temporary Registration fee for pleasure boats will be another \$180 for boats over 32 feet, and will be renewable for a second year. Rains reports that a new Mariner's Visa is in the works that would be good for 90 days, with a 90-day extension, followed by a 180-day extension. Assuming all these changes do get implemented, it's terrific news for cruisers in and headed to Panama, which is the cruiser favorite in the region. Keep in mind that these rules do not apply to the Canal Zone, which is controlled by the Canal Authority.

"Hey now from Tamarindo, Costa Rica!" writes Stefan Ries of the Banderas Bay, Mexico-based *Triton 28 Mintaka*. "Here's my thumbnail guide to anchorages in Costa Rica: The waves at Tamarindo are of a short period, and there are 100 people out learning to surf. So after a month without much sailing, I'm



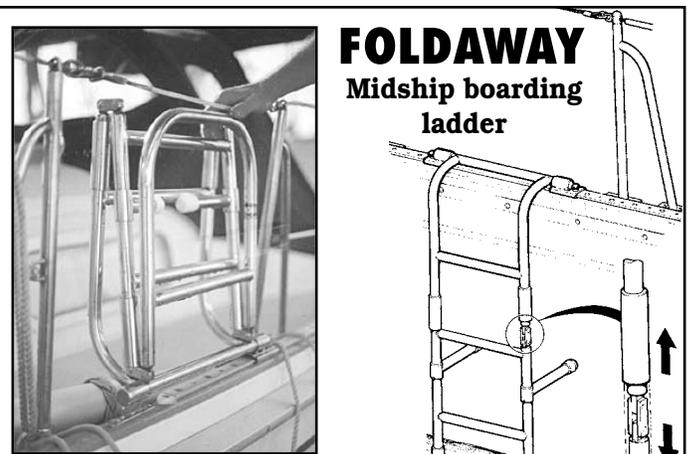
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moving again. I had a quiet and peaceful time in the Playa Coco area, where I collected plenty of rainwater, did lots of reading, and completed some small boat projects. Playa Hermosa had the clearest water, and I was able to pick up a WiFi signal on the boat. Playa Panama was the calmest and most protected anchorage, while Mata de Cana had a nice little store ashore. Playa Blanca, which is where I went after I buckled my surfboard at Ollie's Point, had a beautiful beach. After being kicked out of Ollie's for the second time by park rangers, I won't be going back. I spent the last week at Bahia Brasilito, which was lovely. Tomorrow I'll set sail for the Gulf of Nicoya, at which point I'll begin to head back to Banderas Bay to resume work at the Palladium Resort on November 1."

Why did the rangers kick Reis out of Ollie's? "It's \$15 for a day pass," he explained, "and I just don't want to pay that much to surf in Costa Rica."

Readers may recall that Ries is the young German who, since '06, had lived aboard his Coronado 25 **Ky-Mani** at

various locations between Cabo and Puerto Vallarta, most recently just outside the surf line of the Burro's surf spot on the north shore of Banderas Bay. About a year ago his boat was destroyed after she went on the rocks following a sudden blow. Ries' budget for his replacement cruiser was \$5,000, and he managed to pick up the Triton 28 and take off on his current seven-month, sailing-surfing safari to Central America. We love tales such as his, as it once again proves that the important thing is not the size of the boat, but the size of the character of the sailor in the boat. We don't know for sure, but we'll bet 10 cents that Ries is cruising on less than \$500 a month.

Keeping score on Fiji. "We've just



**Kent and Jim Milski of 'Sea Level' couldn't stop laughing when they got the bill at an Indian restaurant in Fiji — \$5.50 for the two of them!** arrived in Fiji and checked in with the help of the Royal Suva YC," report Jim and Kent Milski of the Colorado-based Schionning 49 cat **Sea Level**. "The club automatically gets a 5 on a scale of 10 from us because of the low cost of services. And they show recent U.S. movie releases for \$4.50 — for the two of us!

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# CHANGES

Last night we ate at a local Indian restaurant, and the bill came to \$5.50 — again, for the two of us. The fact is that Fiji also has the least expensive taxis of anywhere we've been, and among the most friendly people. So that brings their score up to a 9 or 9.5. The only drawback so far has been the paperwork, but even the officials who handle it are really friendly. What a pleasant surprise! So we give Fiji a 10."

Confirming the cruiser-friendly prices in Fiji are Puddle Jump vets Kirk, Cath and Stuart McGeorge of the St. Thomas-based Hylas 49 **Gallivanter**. "The prices here are a welcome relief after French Polynesia," writes Kirk. "The total cost of checking into Fiji, including the cruising permits for all the western island groups, was just \$40. And the farmer's markets offer the most bounteous provisioning we've found in both hemispheres of the Pacific! At present, *Gallivanter* is hauled out at Vuda Point for an overdue bottom job and minor repairs to damage suffered during the *two* recent tsunamis. It's been 34 months since our last haulout in the U.S. Virgins, but once we got our boat in the slings, we decided to cancel the pressure wash of the bottom. Our nearly



JULIE TURPIN

**Kirk, Cath and their young son Stuart — aka 'Arrr Boy' — have had many adventures since this shot was taken last June in Moorea.**

three-year-old Jotun bottom paint was still toxic enough to prevent any serious fouling! That paint is unavailable here in Fiji, so we're using the local brew to ease the pain of our upcoming plan to clear into Australia — which wants to

see receipts and maintenance logs for bottom paint.

"Nevertheless, the prices are right here in the boatyard, too," continues Kirk. "The bottom job — which includes having the bottom faired, sanded and painted — comes to just \$1,400 for materials and labor. That also includes having minor gouges ground out and filled, the waterline gel coat sanded, primed, and painted higher on the hull, as well as getting the topsides patched, polished and waxed — and the cove stripe repainted! As a result, all I will be doing is the interior varnish and some minor plumbing upgrades. The haul-out and back-in charges are \$200; lay days are less than \$20; and Med-style berthing in the marina is less than \$13/day for our 49-ft boat. When we left the Virgin Islands, a mooring buoy at the Bitter End YC was \$40 per night! There's more good news on the money front, too. The resort next to the boatyard offers a cruiser's discount for their private garden bungalows by the pool, dropping the total to less than \$40/night. Draft beer for \$1.50 helps ease the pain of singing



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the boatyard blues, and the three of us can enjoy a nice dinner at the resort for a total of \$8 to \$15 — in the light of tiki torches, no less. By the way, we attended a traditional wedding last week, and my wife, son, and I are now, officially, fire walkers! Besides a few savages and the daring crew of *Gallivanter*, nobody else had the balls to even approach the glowing fire pit. Tourists!”

Reciprocity has its benefits — including saving money and making lots of great friends. Thanks to the May issue article in *Latitude* by Bruce and Lina Nesbit of the Mill Valley-based Olson 34 **Razzberries** about how great it can be to take advantage of reciprocal privileges at yacht clubs in Southern California, Bob Bahlman and Margie Hewes of the Sausalito-based Catalina 30 **No Name** decided to do just that. “It turned out to be terrific advice,” says Margie, “as we not only saved money, but even more important, we were welcomed at every club with open arms, and we met some really wonderful people while doing it. We highly recommend it.”

While berthed in Santa Barbara — *Profligate’s* hangout for August — we

were visited by Leonard Peckett and Wilma Snyder of the anchored-out Emeryville-based Horstman 45-ft trimaran **Midnight Sun**. The couple left Northern California in mid-June for what they intend to be a full year of cruising in Mexico. The tri, which was built by Leonard’s father in a barn in Newark many years ago, previously sailed to Mexico as part of the Ha-Ha V in ‘98. “My father was much more of a boatbuilder than a sailor, so doing the Ha-Ha was his dream and my gift to him,” says Leonard, who had bought the tri from his dad two years before. “Dad loved the Ha-Ha — although having built the boat, he felt ultimately responsible for everything and didn’t get much sleep. But she’d been built really well using airplane construction of cold molded



**After years of hard work raising kids and working on construction projects, Wilma and Leonard are loving the relaxation of cruising.**

double-planked mahogany plywood over fir frames, so there was nothing for him to worry about.”

While Wilma has done a little sailing on San Francisco Bay, this is her first extended trip, and she left her grown kids behind. “I’m really enjoying the relaxation of being on the boat,” she says,

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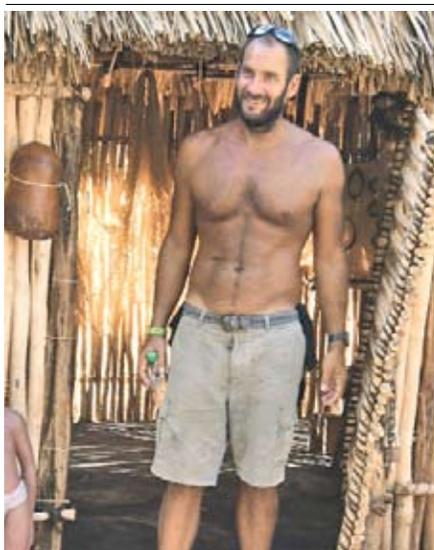
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# CHANGES

"particularly out at the Channel Islands. At Santa Cruz Island we anchored at Fry's, Scorpion, Yellow Bank and Pelican." And the couple found the fishing and diving to be great. "We caught some nice sheepshead, perch, opal eyes, and picked up some scallops for some killer scallop dinners," says Leonard.

The relaxation of cruising is something that Leonard appreciates as much as Wilma. Having spent the last seven years doing well as a union carpenter on very large concrete projects, Leonard has taken advantage of the construction slowdown to repower *Midnight Sun*, re-do the electrical system, and to take a year off. "Everyone on the water is so relaxed," he says, "it's a great way of life."

"What the hell is 'home' anyway?" asks Gary Burgin of the Santa Cruz-based Marples 55 cat **Crystal Blue Persuasion**. Burgin did the '08 Ha-Ha with his dad Larry, then continued down to and through the Canal, and then up to the Caribbean coast of Mexico, hoping to get a charter business going. That didn't pan out, as is the case with most foreign charter efforts in Mexico. So after having to



**Who is this guy and how did he get so tan and lean? Simple: he lived the active cruising life for a couple of years.**

deal with some mechanical and other boat problems, Gary headed back to the Canal and up to Santa Cruz. "After 5,000 miles and four months at sea," he announced on May 18, "I'm back home." The next day he made the following post on Facebook:

"I'm going down to the harbor tonight to go sailing. Am I sick or what?"

While Burgin's charter attempt may not have resulted in an improvement in his financial condition, it looks like it improved his physical condition. When he took off on the Ha-Ha, he was big and muscular. Based on the photo at left, he's kept all the muscle but shed a bunch of bulk. Good on you, Gary, that's how we all ought to look! As much as he'd like to return to Mexico with the cat, he says he's got a lot of work to do first. So he's travelled to Alaska — not by boat — to work in the construction industry. That should keep him fit, but he's going to lose that tan.

Why would Burgin want to return to Mexico when the charter effort didn't pan out? It's the people. For instance, he reports that when he pulled into Turtle Bay during the Baja Bash, he was so low on funds that he couldn't afford to buy diesel to motor the rest of the way home. Somehow the folks at **Services Annabelle** caught wind of this, and came forward to offer Burgin hundreds of



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dollars of diesel based solely on his word that he would pay them back. Good ol' **Mexico**. If everything goes to hell, that's where you want to sail away on your boat, because the people are so friendly and because they know how to be happy and have fun without lots of money or material goods.

"I sailed back to the States from Banderas Bay in May aboard my trusty — but lightning debilitated — Catalina 470 **Location**," writes J. Mills, formerly of Newport Beach. "It was an 'interesting' 45-day trip, not only because I had to do it singlehanded and because the winds and seas were on the nose, but because I had no autopilot or other electronics beyond a handheld GPS and a depthsounder. This was a result of the lightning strike — and the insurance company dragging its feet with the settlement. Out of necessity, I quickly became intimately reacquainted with the fine art of balancing the sails and the rudder with a makeshift 'vane' system made from a line running between the main boom and the wheel. Sometimes it even worked. The challenge of the trip was

more than I expected, and it took longer than I expected, but I'm glad I did it. Besides, I had no other option but abandon the boat in Mexico. After I arrived home in June, a change in my marital status and the lack of jobs meant I had to give up the boat and sell everything. I'm now living on a horse farm in Kentucky. Losing everything can be quite liberating — but I can't recommend it as a way of life."

We're sorry to hear that you had to give up your boat, and wish you and everyone else in your situation the best during this terrible jobless recovery.

Can it really be that Mike Pyzel, as we reported in our Santa Barbara Mini-Guide a few pages back, has really sailed between Santa Barbara to Santa Cruz Island 600 times? It can. He's not taking the Cal 28 **Caballo Blanco** he bought 39 years ago over to the island as much, but



**Mike doesn't need an iPad to get to Santa Cruz Island because his 'white horse' has been there so many times she knows the way.**

that's only because he and his lady friend Valerie Craft take her boat, the Catalina 27 *Sun Spot*, instead. The two not only trade off whose boat they take, but who is going to be captain for the trip.

The good news about such island trips is that they are a reach both ways. If you sail toward the west end of the island — a tight reach — it can get very windy in the afternoon. "At 2 p.m. on summer afternoons, especially when

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there's a 'cap cloud', it's almost routine for it to be blowing 30 to 35 knots from Santa Rosa to the western end of Santa Cruz Island," says Pyzel. "That's where I teach storm sailing techniques. But as you move east along either side of Santa Cruz, the wind drops dramatically. When Pyzel isn't sailing to one of the Channel Islands, he's one of the busiest surveyors in the Santa Barbara-to-Oxnard area. "Today I surveyed an Islander 30 that a father and son had bought for just \$400. She didn't have an engine, but otherwise she's a fine boat, and it's going to make a terrific father-son project." And no, the \$400 was not a typo.

"There's a little shindig going on not far from where we're moored at the New York YC's facility in Newport, Rhode Island," wrote Kevin Rooney of the Davenport-based Santa Cruz 40 **Kokopelli** back in July. If we're not mistaken, he's been out cruising *Kokopelli* since the end of the '04 Ha-Ha. "We've been cruising Maine most recently, but are now headed down to New York to do the 'Round Long Island Race. After that, we'll head up the Hudson River. We miss California, but



**Southbound cruisers alert! Whales are out in force, from this unidentified whale off Anacapa to blues just four miles from Newport Harbor.**

there is so much to see here in the East — and it's always just a half-day's sail to the next place. At \$3.50 to \$5 foot/night, slips are bit pricey, so it's fortunate there are plenty of moorings, with free launch service, for about \$35/night. There are also some great yacht clubs."

Over the years, **Tenacatita Bay**, on

Mexico's Gold Coast, has been one of the most popular and tranquil places for cruisers to gather. It's so nice that many cruisers stayed for weeks if not months. As a result, Tenacatita vets have been very disturbed to learn that approximately 800 of the wonderful locals who lived, worked and provided cruisers with services on the northwest shore of the bay were forceably evicted last month by state police. What's more, all their structures were bulldozed and their possessions thrown away. The explanation is that a wealthy Mexican who wants to build a high-end resort finally won a decades-old court battle in which he'd asserted that he owned the land. This comes as a shock to some of those evicted, who have papers saying they have title to the land. Because much of the bay is not affected by this strife, it's our belief that lots of cruisers will gather in Tenacatita once again this winter, and will have services provided. But Tenacatita vets will have heavy hearts, knowing that many of the wonderful people who worked and laughed with them for so many years are no longer there.

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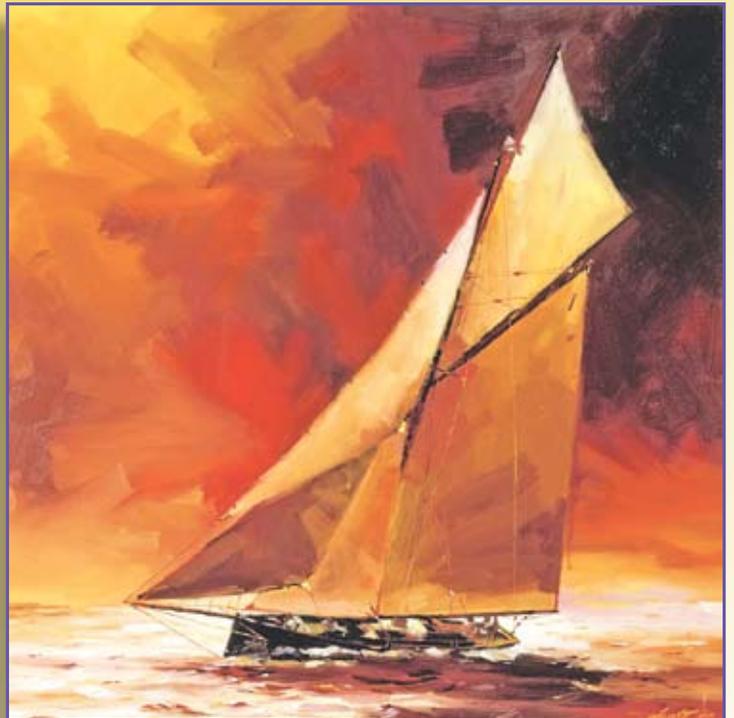
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**25-FT OLSON, 1988.** Alameda. \$9,500. New 6hp Mercury OBM, whisker pole, VHF radio, 2 anchors, cockpit cushions, main, working jib, genoa, new mainsail cover, alcohol stove, 2 coolers, Porta-Potti. Lines led aft for easy singlehanding. Great shape. (510) 995-8852 or tbstrand@comcast.net.

**28-FT BUCCANEER, 1979.** Phoenix. \$15,000/obo. Center cockpit, positive flotation, 6'2" headroom, aft cabin/double bed, inboard Volvo diesel, Autohelm wheel steering, GPS, depth gauge, radio, refrigerator, stove, solar panel, dinghy w/OB. 2-axle trailer. Pictures on website. [www.rhmarx.com](http://www.rhmarx.com). (928) 684-9606 or moondrifter@rhmarx.com.

**25-FT OLSON, 1985.** Berkeley. \$7,500. Good example of these strong easy to sail boats. Regularly maintained, sailed and raced. Complete package with spinnakers. Good Berkeley berth. See this boat photos at url. General Olson 25 info at <http://olson25.org>. Photos at <http://sites.google.com/site/intrepidschedule/photos-of-intrepid>. Email [anawhata@gmail.com](mailto:anawhata@gmail.com).



**25-FT SANTANA 525, 1978.** Alameda Marina. \$5,000/obo. With a PHRF of 184, this daysailer is a good compromise between race boat and cruiser. Included are: trailer, 1-year-old 5hp Honda outboard, newly recovered cushions, mainsail, genoa, almost new 90% storm jib, spinnaker, Porta-Potti, speedometer/depth-finder, almost new VHF radio/CD player, handheld GPS, handheld radio, boom-kicker, tiller lockdown, padded lifelines, sail cover, anchor, almost new battery, solar recharging panel, life jackets and more. This boat is in fine, but not pristine, condition. It sails great in light winds, but usually requires a reef when going through the "slot" in the Central Bay. Subtracting items from the total package, I could accept a lower price. (530) 990-1071 or ravandenbergl1@yahoo.com.

**MCGREGOR 26X, 1997.** Lauritzens Marina, Antioch. \$7,700. Good condition, new jib, includes stove, cushions, extras. 50hp outboard needs overhaul and trailer not used recently. Great Delta family boat. Lost job at NUMMI, moving out of state for work. (925) 759-3047 or hartleyd@aol.com.



**25-FT CHEOY LEE FRISCO FLYER, 1964.** San Leandro. \$3,500. Full keel, fiberglass hull, teak decks, one mainsail, two jibs, new Tohatsu 4-stroke 6hp outboard. Can email last survey from 11/2008. Boom is being refinished. (209) 620-2031 or cbalcom@mac.com.



**27-FT O'DAY, 1976.** Ballena Isle Marina. \$12,000/obo. One owner boat. Well maintained. Cruise ready. Dodger, 130 roller furler, full batten main, 3/4 oz. asymmetrical spinnaker. Stereo, VHF, wind point/speedo, GPS, depth, autopilot. Full boat cover. (510) 783-0953 or cmdrbob@sbcglobal.net.

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**27-FT ERICSON, 1973.** Sausalito. \$3,000. Great Bay boat - fabulous condition. Reliable Evinrude outboard. Sails in good condition. New main. Spinnaker/pole/tiller. All wood refinished. Really nice sailing boat. Partnership available. www.flickr.com/photos/52429540@N08/4823811467. (415) 602-0310, (415) 384-0194 or mikez97@att.net.

**27-FT NOR'SEA 27, 1979.** Friday Harbor, Washington. \$35,000/obo. Well-equipped Nor'Sea 27, sailed extensively in the Sea of Cortez, and kept in drydock since 1996. New fuel tank and Yanmar diesel. Visit the website for pictures and information! www.breannemarie.com. (360) 378-3215.

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**30-FT YANKEE S&S, 1972.** South Tahoe. \$7,000/negotiable. She's too young for the old skipper! For particulars, call Slava. (530) 644-7406.

**29-FT GULF PILOTHOUSE SLOOP.** 1982. Caliente Harbor/Bethel Island. \$24,900/obo. Full electronics, Universal 14hp engine, dripless packing, Campbell Sailor prop, furling jib, drifter, spinnaker. Three batteries and charger. Head, two-burner stove, ice box. (925) 437-6592 or david\_graas2@hotmail.com.



**30-FT CAL (JENSENMAR), 1968.** Brisbane Marina, CA. \$8,000 obo. \$10,000 invested at San Francisco Boat Works, 2/09. Bottom painted, Mariner 9.9 outboard rebuilt (less than 50 hrs. since) 110v/12v systems rewired w/new electric panel, new battery and charger. Surveyed 2/09 by Wedlock, Ramsay & Whiting Marine Surveyors at an appraised value of \$14,000. She has two sets of sails, GPS and a mounted VHF radio. Registration paid until 12/31/2011. This is a great first sailboat!!! She is clean and well maintained with all receipts. I am NOT desperate at all, but I DID just get a great deal on my newer boat, so I'm willing to part with this one for \$8,000 for quick sale!! (650) 255-6471 or wm.h@live.com.

**29-FT ERICSON, 1972.** S.F. Marina. \$18,900. Immaculate ocean cruiser/racer. Optional slip. Inboard Atomic 4, galley, head, sleeps 6. Roller furling headsail. Easy singlehand. All new: main, genoa, standing and running rigging, whisker pole, radio, mast antenna, charger, more. Racing setup. (415) 658-1826 or ewilliams924@yahoo.com.

**30-FT CATALINA, 1987.** San Francisco. \$28,000. Beautiful custom interior, Dutchman main flaking, roller furling, Universal diesel, Autohelm autopilot, dodger, self-tailing winches, refrigeration, hot pressure water, wheel helm, propane stove. (707) 258-0790 or (707) 287-8004.

**30-FT CS, 1985.** Vallejo Yacht Club. \$29,000. Top quality Canadian-built family cruiser. Well maintained, full sail inventory, new Pineapple jib, reliable V-P diesel, extremely roomy 6'2" headroom. See website for full details, working overseas - no time to sail! http://avocet.weebly.com. (530) 389-4308 or svavocet@gmail.com.

**29-FT COLUMBIA, 1964.** Tiburon. \$4,000. Brand new depth sounder. An absolute beauty. Photos available on visit. Photo: www.sbcglobal.net/jaspe

**30-FT CORONADO, 1969.** Rio Vista. \$12,500. Yanmar diesel, wheel, roller furling, dodger, radar, GPS chart plotter, new sails/rigging, bullet proof hull (I never really shot it, but it is blister free and channel marker proof). Call for details. (916) 837-2386 or sinner696@gmail.com.

**ISLANDER 30 MK II, 1971.** Moss Landing Harbor District. \$7,500. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



**30-FT SANTANA 3030PC, 1982.** Ventura. \$27,000. Race or cruise. 2-cyl Yanmar 267hrs. New headliner/cabin sole/electrical panels. New rod rigging. Harken traveler/genoa leads. Harken roller furler, dodger, H/C pressure shower, CNG stove/oven. Full sail inventory. Too much to list. (805) 581-9220 or dnclaws@aol.com.

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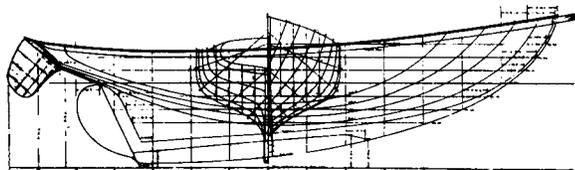
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**HUNTER 33.5, 1992.** Marina Bay, Richmond. \$45,000. 27hp Yanmar. Very clean. Coast Guard register bottom job - 11/09. (707) 331-7491 or [georgefields7@comcast.net](mailto:georgefields7@comcast.net)



**33-FT RANGER, 1975.** Santa Cruz. \$22,750. Great boat. New topside, paint, nonskid and refinished teak. Tall rig, PHRF 150, newly rebuilt 1GM10 Yanmar diesel, dripless stuffing box, dodger, new Raymarine GPS A50 chartplotter, new cushions, foredeck traveler for jib, 90, 150 and storm jibs, 3 reefs laid in, 8 winches, davits, reinforced stern, tons of extras, fast and comfortable. One year lower harbor slip available. Hawaii veteran. [www.elkhornyc.com/Tequila](http://www.elkhornyc.com/Tequila). (408) 828-0534.

**35-FT SANTANA, 1979.** Berkeley Marina. \$8,000/obo. Great for cruising or racing in the Bay. Comes with multiple headsails, mainsails, and a spinnaker, plus sheets, guys, etc. Equipped with multiple dual-speed winches, compasses, VHF radio, stove/oven, two sinks, and head. New mast and keel. 2-cylinder Volvo 15hp diesel engine with new high-output alternator. Needs some work on electrical system and interior floorboards. Berthed at O-dock in Berkeley Marina. Price negotiable. Call to schedule a viewing. (510) 393-4074 or [lorydod@gmail.com](mailto:lorydod@gmail.com).



**32-FT HANS CHRISTIAN, 1980.** Sacramento Delta location. Excellent condition, original owner, engine 525 hours. Truly see to appreciate. (510) 527-5036 or [davidanderson787@comcast.net](mailto:davidanderson787@comcast.net)

**CATALINA 320, 1998.** Emery Cove Marina. Excellent condition, original owner, engine 525 hours. Truly see to appreciate. (510) 527-5036 or [davidanderson787@comcast.net](mailto:davidanderson787@comcast.net)



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**34-FT J/105, 1994.** San Francisco. \$82,500. Hull #83, pre-scrimp boat is for sale. Lightly used. Minimum class weight, wheel package, excellent condition. (650) 380-1583 or [josephandresen@mac.com](mailto:josephandresen@mac.com)



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**38-FT HUGHES, 1970.** Monterey, CA. \$21,000/make offer. Canadian built S&S design. Sound hull, low hours on nearly new diesel engine. Sails nicely, needs TLC & newer/upgraded equipment. (831) 915-4984 or coffina@sbcglobal.net.



**38-FT HANS CHRISTIAN MK II, 1985.** Savannah, Georgia. \$80,000 motivated. PRICE LOWERED!! New epoxy glass hull, shaft, MaxProp, cutlass and stuffing box, 300' of 3/8 HT chain primary, 100' 3/8 HT on 300' rode secondary ground tackle from Svendsen's Aug. '09, new keel-cooled Frigoboat unit, new Lectra-Scan. Raymarine radar and chartplotter. Two mains-one full batten, 130 jib, staysail, storm sail, inner forestay blooper sail. Ready for Med or Fiji. (404) 354-3855 or (770) 710-7079 or joe\_millsaps@yahoo.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. (415) 771-0741 or Bob@TandlerSF.com.

**37-FT TARTAN, 1976.** Maryland. \$34,000. Bahamas, Caribbean? Budget cruiser, go now. Good old boat. New Harken furler, radar, SSB, solar, '08 FB main, windlass, AP, frig, inverter. Centerboard missing, sweet sailing S&S design. If not now, when? (301) 974-2620 or tw33432@yahoo.com.

**36-FT UNION - CUTTER RIGGED, 1986.** Oregon. \$110,000. Beautiful documented sailboat w/large salon and separate shower. New Isuzu diesel engine ('03 - 200 hrs). Full cockpit enclosure. Great liveboard. Consider partial trade for West Coast property/condo. See more at www.ablboats.com/details.php?id=81027. suzieandpete@msn.com.



**39-FT CAL, 1971.** Oceanside, San Diego. \$35,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Gas engine. Good shape and fast. (949) 280-6220 or granahan@cox.net.

**36-FT COLUMBIA, 1968.** Sausalito. \$19,500. Great shape, very clean. New standing rigging, new head (and plumbing), VHF, autopilot, Zodiac, many extras. Perfect for Bay sailing and/or cheap liveboard. See photos at: <http://picasaweb.google.com/104111962701917547080/Nativa#>. Contact (415) 250-3273 or rogerwilliams4@gmail.com.

**36-FT CATALINA, 1983.** Alameda. \$39,950. New dodger, sail, winch, pedestal covers, standing, running rigging, topping lift, fuel tank, ss shaft, heat exchanger, radar, GPS, interior cushions, head, stern seats, voltage regulator, furler, jib. Bimini, inverter, Autohelm, 4 batteries, pressurized water, Link battery monitor, 100-amp rebuilt alternator, VHF, cockpit cushions, 12-120V refrigerator, Universal diesel. Sleeps 7, stereo, reefing lines to cockpit, solar vents, head with shower, refinished non skids, teak and holly sole. Boat almost totally refit. Excellent condition. John (510) 731-4259 or jandersonwj@sbcglobal.net.



**38-FT ALAJUELA, 1976.** Sequim, Washington. \$129,000. Well maintained and equipped 38-ft FRP cutter. Stoutly built for offshore cruising. Many improvements including new engine 2005. Go to blogspot for full details and photos. <http://alajuella38.blogspot.com>. (360) 683-8662 or svselah@yahoo.com.

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**36-FT MUMM RACING SLOOP, 1993.** Seattle. \$47,990. Panama Red. Set up for competitive racing, spirited cruising or day sailing. Accommodates eight. 18hp Yanmar. 21 bags of Quantum, Sobstad and Nuclear. Five kites and headsails for every condition. Fitted with telescopic bowsprit for asym kite. Fast bottom. Motivated two boat owner!!! (360) 981-3758 or robh@harboret.com.

**37-FT CREALOCK CUTTER, 1980.** Monterey. \$45,000. 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.

**37-FT HUNTER, 1982.** Hidden Harbor, Rio Vista. \$29,900. Cutter rigged, Cherubini designed, Yanmar diesel, dodger, autopilot, lines aft, cruise vet, Achilles dinghy with dinghy tow system, 18hp Johnson. Hauled 5/09, new rigging 6/09. [www.mysailboatformsale.com](http://www.mysailboatformsale.com). (775) 721-5221 or wh2ojake@yahoo.com.

**36-FT ISLANDER, 1979.** North Bay. \$38,500. Clean, well maintained and great Bay boat. New jib and good sails. Complete bottom job with barrier coat in 2008. Westerbeke 4-cylinder diesel, low hours, runs excellent. Includes hard bottom Zodiac with outboard. (707) 664-0120.



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**38-FT HUNTER 380, 2001.** San Diego, CA. \$119,000. Well loved Hunter 380 for sale by owner. Lots of equipment and extras... ready to go! Go to her website for pics and full specs, or call us and we will fax or email them to you. [www.hunter380.com](http://www.hunter380.com). (909) 721-2095, (909) 721-0891 or dcafr2@yahoo.com.



**38-FT VINDO, 1981.** San Pedro. \$82,000. Swedish bluewater cruiser, full electronics, Selden mast, heavy rig, dodger, fridge, etc. Ready for Mexico and beyond. (951) 285-7934 or barbxbarb@yahoo.com.



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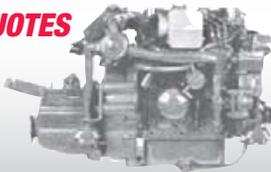
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[kriit@hotmail.com](mailto:kriit@hotmail.com).



**43-FT BALTIC, 1987.** Sausalito. \$200,000.  
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the world. Fast, responsive, fun to sail,  
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business or real estate. (831) 684-2457 or  
[tglass@cdv-enterprises.com](mailto:tglass@cdv-enterprises.com).



**42-FT FREYA, 1983.** Guaymas, Mexico.  
\$85,000. A little longer, wider and stronger  
with the same Freya pedigree. Round  
bilge steel version built in 1983 by Ger-  
man professional with inside finished in  
mahogany. Email me for details/pics.  
[trevand1@yahoo.ca](mailto:trevand1@yahoo.ca).

**50-FT FD-12, 1981.** Mexico. Unsink-  
able 50-ft cutter, AK/Mexico/SoPac vet.  
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counter space, good daylight and view.  
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parents w/children or guests). [www.sv-  
daydreamer.com](http://www.sv-<br/>daydreamer.com) or (928) 717-8812.



**NAUTICAT 44, 1983.** Blaine, WA.  
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<http://SailingSojourner.blogspot.com>.

**42-FT WOOD KETCH, 1969.** Moss Land-  
ing. \$19,950. Ketch has newer Perkins  
diesel. Roomy interior makes for good  
liveaboard. Vacuflush toilet, new AC/DC  
panels, new upholstery. Full size bed &  
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cozy fireplace. Call for more info. (831)  
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**44-FT KELLY PETERSON, 1975.** St  
Marys, Georgia. \$80,000 best. Total  
refit in 2005. New rigging, sails, Ray-  
marine E Series integrated nav system/  
autopilot/radar. RIB and motor. Liferaft.  
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oven, much more. [www.liveirishmusic.  
com/Sailboat.htm](http://www.liveirishmusic.<br/>com/Sailboat.htm). (619) 253-2474 or  
[emerysandiego@aol.com](mailto:emerysandiego@aol.com).

**46-FT PETERSON/FORMOSA, 1979.**  
West Marin. \$90,000. Center cockpit cut-  
ter. Rebuilt (850 hrs.) 80hp Ford Lehman.  
Newer rigging, chain plates, wiring and  
fuel tanks. Monitor vane, solar panels,  
wind gen, watermaker, SSB, GPS chart-  
plotter, radar, electric windlass. (415)  
663-9225.

**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, work-  
shop, 200+ fuel and water, refrigeration,  
washing machine, insulated. Pictures:  
[www.hyssop.com/boat](http://www.hyssop.com/boat). (541) 888-5688.

**43-FT ROBERTS MAURITIUS, 1989.**  
Morro Bay. \$65,000. Fiberglass, center  
cockpit, ketch with in-mast furling. Walk-  
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**40-FT PASSPORT, 1986.** Monterey. \$148,500. Sail away on a proven Perry design offshore equipped performance cruiser/liveaboard. Beautiful teak interior, preferred layout, exceptional galley, spacious cockpit. Low hour Perkins, full electronics, watermaker, davits, dodger/bimini, awnings. (831) 277-2762 or rrmreppy@yahoo.com.



**40-FT CATALINA 400, 1997.** Saint Francis Marina, San Francisco. \$120,000. Brand new sails, new touch screen GPS, new Harken batt car, new halyard, new autopilot 6000 below deck and transferable temporary San Francisco slip. It's a beauty inside and out and has been maintained well! VERY seaworthy, made the Baja Ha-Ha trip and back 2009. Needs a new owner that will give her lots of love! (510) 830-9300 or Lilliaslemmons@yahoo.com.

**40-FT CHALLENGER SLOOP, 1974.** Emeryville, CA. \$55,000 obo. Great offshore cruiser/liveaboard. Radar, GPS, autopilot, new roller furling and mainsail. Two private staterooms, 1 head, Norcold standup reefer/freezer, 55hp Perkins. Full dodger with canvas enclosure, dinghy on davits. (530) 228-1827 or lorenchristopher@sbcglobal.net.



**44-FT CATALINA MORGAN 440, 2005.** Napa. \$220,000. In great condition. Completely set up for cruising and has sailed to Tahiti and back. Roller furling, inner forestay, autopilot, radar, chartplotter, dodger, 120 Vac inverter, 600 AH battery bank with quick charge system, 75hp diesel engine, VHF, stereo, 2 zone cabin HVAC, refrigerator and freezer, watermaker, dinghy davits, 4 sails including asymmetrical spinnaker. Call Denny for more details. (707) 486-0412.

**45-FT DOWNEASTER CC, 1980.** La Paz, Mexico. \$Best offer. This California-built boat was refitted in 2004. Our plans have changed and we will make this an excellent deal for new owner. Can be seen at website. www.mazmarine.com. (941) 204-3271 or kruz2004@aol.com.

**J/41, 1985.** Spindrift Marina, Isleton. \$29,000. Set up to cruise or race, V-berth, propane stove, teak interior, refrigerator, Harken furler, 4 kw radar, 2 autopilots. Has been to Canada and 2 years in Mexico. (530) 432-1234, (530) 320-4762 or mightywings@sbcglobal.net.



**40-FT PETERSON, 1980.** Sunroad, San Diego. \$49,000. Doug Peterson design offshore blue water racer/cruiser. We bought the boat in 2003 in San Diego and sailed her to France. After 1 year of refit and several regattas in the Mediterranean, we came back across the Atlantic (2007), making the crossing in 13 days. She has an open plan design with space to sleep 8-10 crew. Ideal for someone looking to do some racing, but also with serious offshore capability. (619) 573-3525 or mark.richards@gmail.com.



**CATALINA 42 MK II, 2000.** Kemah, TX. \$174,400. Proven, turnkey luxurious liveaboard/cruiser. *Ten Ten* is a three-cabin model which was professionally optimized for extensive liveaboard/cruising. The port aft stateroom is a nav area/office/communications room. Includes watermaker, generator, A/C, dinghy/15hp OB/davits, solar, SSB, washer/dryer, additional freezer, Tempur-Pedic mattress, vacu-flush head, asymmetrical spinnaker, storm sails, and much more. Owners sailed from SF to TX via Panama Canal 2005-2009. www.sailblogs.com/member/svtenten/. (530) 514-0356, (530) 514-2098 or cynthia@canterburycabins.com.

**CATALINA 42 MK I.** 3-cabin Pullman, 1989. Ventura, CA. \$109,500. Beautiful Catalina 42 w/3 cabins. Extensive sail inventory. Tons of extras and upgrades! Ready for cruising! http://catalina42for-sale.blogspot.com/. (805) 637-5140, (805) 390-4867 or sailingbeauty2@yahoo.com.



**435 BENETEAU, 1985.** Marina del Rey. \$129,000. A rare pedigree French export. Open checkbook refit and maintenance. Huge equipment list. Tall rig. 12 ST Lewmar's, Harken, low-time Perkins, all B&G's w/pilot, custom panel, Furuno radar/GPS. Perfect teak decks. Huge aft stateroom. Navtec and Quantum, etc. Swan looks-Frers speed. Sistership in book "World's Best Sailboats". Timeless beauty. Turnkey. (310) 666-4546 or (310) 550-0742 or berniefried@gmail.com.

**44-FT ROBERTS 44D STEEL HULL** sailboat, 2000. Grand Marina, Alameda. \$80,000. Avon 4-man liferaft, Harken roller furling, jib and staysail. Electric windlass, stainless freezer/reefer, diesel generator. Shortwave radio and GPS, Force 10 stove. Center cockpit, cutter rig. New canvas dodger. EPIRB, Electra San, watermaker, 20gal water heater. 33 Yanmar diesel engine. (510) 233-3224 or (209) 358-4537 or williams9910@att.net.



**HERRESHOFF CARIBBEAN 50, 1978.** Napa Marine. \$199,500. 14.5' beam, 6' draft, Perkins 6-354, radar/AP/SSB-Ham, VHF, Probe, 6-person raft, spares, tools, dinghy/motor. Fresh interior refinish. Not a fire sale. Serious inquiries only. www.sailboatlistings.com. (707) 834-4798.



**40-FT PETERSON IOR, 1979.** Singlar Marina, Guaymas, Mexico. \$90,000. Alum. hull, Pathfinder 50, watermaker, electric windlass, 66 Bruce, Profurl, hard vang, spinnaker/whisker poles, full batten 3-reef main, strong track, 5 headsails, boom brake, winches-2 3-speed, 5 self tailing, radar, GPS, depth sounder, autopilot, windvane, 2 solar panels, 100 amp alternator, 8 AGM, 2 inverters, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or s.blues1@yahoo.com.



**GULFSTAR 43 MK II.** Center cockpit ketch, 1979. San Diego Pier 32. \$89,000. Much loved ketch, easily handled by two. Great liveaboard with 2 cabin, 2 head layout, great galley, Perkins 4-108. Continually maintained. Ready for cruising, just add electronics and go. See detailed specifications and photos at www.svDreamKetcher.com. (805) 558-9969 or skipper@svDreamKetcher.com.

**41-FT MORGAN CLASSIC MODEL.** 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos. http://sailboat-vagari.blogspot.com. (520) 825-7551 or stanstreb@gmail.com.



**40-FT FORMOSA KETCH, 1975.** Marina Bay, Richmond. \$25,000. 40ft O.A., 34ft O.D. Glass hull. Partially rebuilt 2001-present. Replaced items with new includes engine, masts, electrical, etc. Excellent liveaboard. Complete inventory. (415) 302-9944 or mpayne@camarin.org.

## 51 FEET & OVER



**65-FT FREEDOM, 1981.** Berkeley Marina, L. Dock. \$65,000. Fiberglass/balsa core, 200hp Volvo Penta diesel, about 100hr. 3-carbonfiber mast, sail plan not finished, bottom kept up - in good shape, boat needs work. This is one big boat! 18-ft beam, lots of headroom. (510) 701-5846 or ronwmail@yahoo.com.

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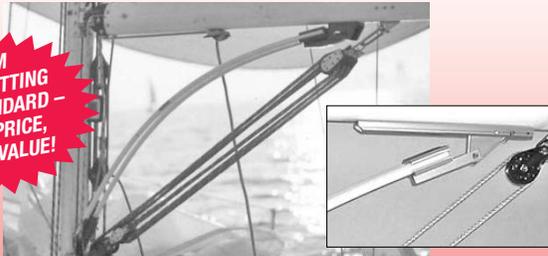
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**30-FT AUGNAUGHT, 1995.** Moss Landing, CA. \$23,500. Monohull monotony got you down? Looking for something a little faster? Want to fly across the Bay with your hair on fire screaming yeeehaaaaah! Zoom just may be the medicine you need, and as a trailerable boat you will have access to many fresh water venues as well. The current owner needs to slow down for a while and wants it sold now! Hence the low price. This boat is ready to go now. Reduced from \$33,500 to \$23,500. (831) 247-7939 or hawknest1@prodigy.net.



**17-FT CHRIS CRAFT SPORTSMAN.** 1959, Clearlake, California. \$7,000. Runs well, looks good, total of 428 hours since new. Out running last month, always on Clear Lake. Stored inside until 2004, engine Hercules 6, picture taken this July. (707) 994-9365 or ndmcghee@gmail.com.

## MULTIHULLS



**46-FT DOLPHIN 460, 2006.** Puerto Rico. \$519,000. Beautiful, clean, fast and already in the Caribbean. See details for *Muse* at website. Will consider trade for well maintained late model monohull in 40 ft. range. [www.yachtworld.com/multihull/index.html](http://www.yachtworld.com/multihull/index.html). Email [p\\_brown@comcast.net](mailto:p_brown@comcast.net).

**34-FT GEMINI 105M HULL 681, 2000.** Ventura Harbor. \$123,000. Will consider offers.. 27hp Westerbeke diesel (new, 0 hrs.), 18" draft. Refrigerator/freezer, runs on A/C or propane, Raymarine autopilot, depth sounder, wind direction, knot meter tri-data. Standard Horizon VHF, 16 mile Furuno radar. Tri lens radar reflector. Garmin 192C chartplotter. Four 6-volt (golf cart) battery house bank (new 9/09), starting battery (new 10-09), Link 20 dual battery bank monitor, Xantrex battery bank combiner, Xantrex 20-amp smart battery charger. 2 fuel filters with 4-way valve, compass, Garhauer davits. New bottom paint May 2010. Maxwell 1200 watt windlass. 2 anchors-primary anchor is 35# Delta. Sails: asymmetric spinnaker, main, storm, jib and genoa. Tony Morelli designed StackPack. Much more. (805) 217-3939 or [dick.mahoney@gmail.com](mailto:dick.mahoney@gmail.com).



**40-FT SEARUNNER, 1979.** Blaine, WA. \$80,000. Among best in class. Well designed, constructed, maintained, equipped. Veteran of five-year cruise 2001-2006. Refit and survey 2007. Sleeps six, 15 sails, 30hp diesel, radar, autopilot, windvane, watermaker, SSB radio, solar panels, wind gen, liferaft, new paint. Awesome cruising boat. See more at <http://searunner40seafire.wordpress.com/>. (360) 756-5004 or [svseafire@yahoo.com](mailto:svseafire@yahoo.com).

**50-FT PRIVILEGE 495, 2002.** San Francisco/San Diego. \$680,000. French built Privilege 495. Great condition, ready to sail. In San Francisco Bay in September and in San Diego in October. See more at <http://catamarankertidou.blogspot.com>. (619) 208-9985 or [thierrybonnefille@yahoo.fr](mailto:thierrybonnefille@yahoo.fr).

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**34-FT GEMINI 105M, 2000.** Pt. Richmond. \$119,500. Hull #660. World's most popular catamaran, comfortable cruise equipped with 3 headsails, traveler, davits, and more. 14' beam fits standard berths. Send email for list of equipment. Will consider trade down. (510) 367-0500 or jadawallis@hotmail.com.

**42-FT CROSS, 1983.** Rio Vista. \$35,000. Boat is very sound structurally and well-built. Needs hauling out, top and bottom paint, interior finish work. Extras: sails, solar panels, fiberglass materials, rigging, and much, much more. Serious ONLY please! (925) 584-7677 or tripleripple@earthlink.net.



**37-FT SEARUNNER TRI, 1973.** Eureka. \$35,000. Profurl, windlass, autopilot, 2 depthsounders, GPS, cutter rig, extras. <http://ter2000sail@yahoo.com>.

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**43.5-FT LABELLE TRAWLER.** Sausalito. \$145,000/obo. 360 view side tie adjacent to open space. Diesels w/500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. X-large custom galley. Master has walkaround queen, tub + private guest stateroom with large bed, head. Outstanding workmanship/condition. May finance, rent or trade. (415) 999-5626.

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**65-FT WOOD CLASSIC, 1939.** Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. Will consider any reasonable offer. More pics/details: (707) 964-5423 or ancona@mcn.org.

**54-FT SAGAR 16 METER BARGE, 2002.** Central France. \$290,000. Custom built for all navigable waterways. 2 Brms, 2 bath. Complete inventory for comfortable cruising. See website for photos and complete inventory. Sagar has a two-year waiting list for new build. Owner financing. <http://web.me.com/cbroussard/Acadia/Welcome.html>. pat1083@sbcglobal.net.

**36-FT HOLIDAY MANSION, 1980.** Emeryville Marina, Emeryville, CA. \$24,500. Covered berth 1980-2008. Single V-8 I/O 1995 Volvo Penta/Kodiak. Engine serviced 7/10 (new water pump). New fresh water pump, stern thrusters. Electro-scan installed 11/08. Stainless steel water tanks-80 gal. Hauled/surveyed/bottom paint 11/08. Direct TV HD satellite dish with 19" HD TV. Two leather recliners. Great liveaboard. Free cable. Free WiFi. Excellent condition. (206) 303-8878.

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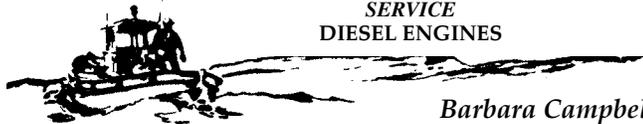
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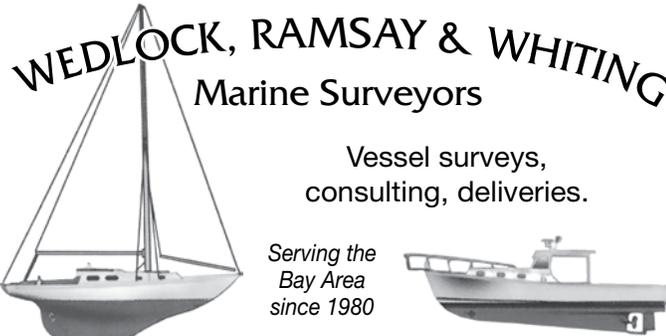
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Frers design, exceptionally well maintained, 2-cabin performance cruiser. Awlgrip Flag Blue hull, comprehensive sail inventory, and full in-slip cover. Asking **\$299,000**



### **DeVries 86' Motor Vessel (1949/1999)**

'Elegant', 'Exceptional', 'Exquisite' are just a few words that easily characterize this vessel. *MV Far Niente* clearly defines the term 'Classic Motor Yacht'. Asking **\$1,950,000**



### **Jarvis Newman 36 (1978)**

Classic flybridge 'lobster boat' of Maine build quality. Single engine (160 hours), queen V-berth with enclosed head. Excellent condition, well maintained and lightly used. Asking **\$129,000**



**Baltic 42 DP (1984)** Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29 of 30. Asking **\$165,000**



### **Little Harbor 51 (1996)**

Very comfortable Ted Hood designed pilothouse with full stand-up headroom and 360° visibility. Set up for shorthanded sailing and superbly maintained by an experienced owner. Asking **\$619,000**



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**NEW LISTING**



**50' STEPHENS, 1966** Stephens were all expensive custom builds and this is a prime example. Over \$500k spent on her since '04; updated inside/out but retains her original stately lines and elegant ambiance. Possible Sausalito transferable slip. **\$227,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**41' SCEPTRE RAISED CABINTOP CUTTER, 1985** Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**40' BENEteau FIRST 40.7, 2003** The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$179,000**

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**REDUCED**



**43' HANS CHRISTIAN, 1978** Classic offered for sale by original owner. New teak decks (this was a \$40,000 job alone!), Awlgrippd hull, updated interior, optional larger diesel and Telstar performance keel. **\$159,000**

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**REDUCED**



**38' HANS CHRISTIAN, 1984** Bristol example of a classic Hans Christian with new dodger and canvas, professionally maintained brightwork, sails and machinery in fine shape. Transferable Sausalito berth. **\$114,950**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**37' HUNTER 376, 1999** Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$97,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**48' C&C LANDFALL CUTTER, 1980** Landfall is C&C's first large boat w/emphasis on cruising. This one is a spacious 3-cabin, 2-head cutter that's VERY competitively priced and lying in a transferable Sausalito slip. Motivated owner is encouraging offers. **\$89,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)

**REDUCED**



**32' CATALINA 320, 1998** Very clean (down below shows as new) and well fit out (charplotter, AP, heat/AC, dodger, bimini, etc.) deep draft model that's competitively priced and lying in a transferable Sausalito slip — a nice turn key package! **\$74,950**

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**41' MORGAN OUT ISLAND, 1979** Center cockpit ketch. Never cruised and fresh water kept, she shows much newer than actual age. Note all new stainless steel ports. **\$64,000**, offers encouraged.

See at: [www.marottayachts.com](http://www.marottayachts.com)



**38' INGRID SLOOP, 1984** Clean, never cruised, one owner example of this classic John Atkins design. A modern adaptation of pilot boats designed by Colin Archer for North Sea conditions, the Ingrid is the gold standard for capable cruisers. **\$59,000/Offers**

See at: [www.marottayachts.com](http://www.marottayachts.com)

**NEW LISTING**



**36' UNION CUTTER, 1980** Heavily built full keel canoe sterned classic, designed by Robert Perry and built by the renowned Union yard in Taiwan. Repowered, aluminum mast, rigged. Offers encouraged. Competitively priced at **\$59,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**40' CHALLENGER KETCH, 1973** Recently Awlgrippd in beautiful Flag Blue, renewed brightwork, incredibly spacious below with 6'5" headroom. **\$49,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)

**REDUCED**



**38' MORGAN, 1981** Morgans are well known for quality construction and seaworthiness; high D/L ratio of 265 and long fin keel provide a comfortable ride in the Bay's boisterous conditions. Very clean in and out, with recent, dark blue Awlgrip. **\$45,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**35' PEARSON SLOOP, 1981** Built in Rhode Island to typical Pearson standards, this is one of the last 35s built and has been a local boat since 1983. In very nice shape, priced right and lying in a transferable Sausalito Yacht Harbor slip. A nice package! **\$35,000**

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**34' HUNTER, 1984** Very roomy 34-footer in nice shape with transferable Sausalito Yacht harbor slip. Note deep draft, Yanmar diesel, custom hard dodger, oversize winches, radar and chartplotter. Competitively priced by motivated owner. Offers encouraged. **\$24,900**

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**PERFORMANCE**  
**40' X-YACHTS X-119 SLOOP.** Famous Danish builder, racer-cruiser one design by Neils Jeppesen. Loaded with gear, radar, new Volvo Penta diesel in 2000 and MORE! Proven ocean winner in Melbourne-Osaka Race. Asking **\$109,000**



**LIKE NEW!**  
**CALYPSEAUX** is a beautiful **39' BENETEAU 393** Slip. Light use; presents as near-new. Dsl, dodger, 2 private stms, 2 heads w/showers, furling, self-tailers, new genny, main, Pryde 95 & 150 jibs, wheel/pedestal, pulpits, inverter, full galley mid-ship, conv't settee/ship's table, ++. **\$149,950**



**NORSEMAN 447** Cutter design by Perry. 44'7" + center cockpit, dsl, watermaker, genset, solar, radar, wheel, aft S/R w/double, 2 heads, AP, furling, self-tending, dodger, bimini & MORE! Asking **\$229,950**



**41' CT-41.** Exquisite example of this revered Garden design w/many custom features. Fiberglass, big dsl, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration & much MORE! MUST SEE... Asking **\$78,950**



**GENTLEMEN'S CLUB AFLOAT**  
Established and unique SF Bay charter business featuring exotic dancers (girls and/or guys for ladies and/or gentlemen), liquor service, comfortable and spacious charter yacht w/tasteful traditional styling/decor. COI for 49 passengers. Turnkey operation, owner retiring. Asking **\$295,000**/pos. seller financing.



**36' ISLANDER** Slip. Well respected and outstandingly popular Alan Gurney design. Wheel steering, dsl, full dbl lineflines w/pulpits, modified fin w/skeg-hung rudder, self-tailers, rigged for short-handed sailing, furling, well laid out and comfortable down below. New trans, dodger and MORE! Asking **\$44,950**



**BARGAIN!**  
**38' GRAND BAHAMA** flybridge express cruiser. Exceptionally clean, twin dsl, 2 helms, galley, enclosed head w/shower, more! Great value, asking **\$32,950**



**STEEL CRUISER!**  
**36' STEEL HARTOG KETCH.** Robust bluewater cruising doubled-ender, 1985. Low hours diesel, radar genset, air conditioning, watermaker, RIB and outboard, O/S liferaft, vane, wheel, pulpits, 2x course lifelines and MORE! GREAT BARGAIN on a go anywhere cruiser! Asking **\$49,950**



**BERTHED IN SAUSALITO**  
**101' STEEL TUG** in downtown Sausalito. This great YTB is operational, a fantastic opportunity with loads of potential! Bring your imagination, she's awesome, highly desirable & a fabulous value. Asking **\$44,950**

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100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!! Asking 975,000

58' ALDEN Boothbay Ketch. Center PH cockpit, aft S/R, dsl, heavy glass, world cruiser. AWESOME! Asking 268,950

38' INGRID Ketch by Atkins. Great extra STOUT BLUE WATER CRUISER. Glass double-ender, refit & upgraded, vane, diesel, furling, RADAR & MORE! Asking 51,950

38' CLASSIC English Ketch by Reg Freeman. Breathtaking beauty. **Reduced by 25,000!** Asking 99,950

38' HERRESHOFF CAT Ketch. 1985. Glass, diesel, easy bluewater sailing. Asking 54,950

37' HUNTER CHERIBINI Ctr. Dsl, dodger, cruise equipped, Mex. vet. NICE! Asking 34,900

36' COLUMBIA. Clean and nice. Yanmar diesel, shower, wheel, dodger and more! Very reliable and FUN! **REDUCED!** Try 12,950

33+ ROYAL HUISMAN ALUMINUM Cutter by Alan Gurney. World class builder and designer. Yanmar diesel, new standing rig, nav station, liferaft & MORE! Family emergency forces 50% PRICE SLASH. Must sell NOW! This is way too cheap for this vessel! Asking 19,250

32' GULF P/H by Wm. Garden. Diesel, F/G and MORE. Asking 13,950

32' ARIES Sloop. Double-ender by Tom Gilmer, F/G, dsl, bluewater cruiser. Asking 22,950

30' STEEL Slocum's Spray replica by Roberts. Dsl, new, unfinished project... 14,900/Offers

30' TRIMARAN by Augnaught. Folding, trailerable pocket cruiser. **REDUCED.** Asking 29,500

24' MELGES class racer with trailer and outboard. Fast and fair. Asking 17,950

**POWER**  
130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey. Money and opportunity, working PNW. 2,200,000

100' Steel HIGH ENDURANCE ADVENTURE/CHARTER SHIP in Panama. Turnkey operation. A great opportunity! **MOTIVATED!** Asking 1,500,000

85' CLASSIC TUG, '23 Vancouver Shipyard. Recent CAT V-12 repower. Massive, beautiful and seaworthy. Perfect for Classic Tug Yacht. 179,950/offers

62' ELCO 1926 CLASSIC MOTOR YACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEBOARD CRUISER. Must see! Offers encouraged! 148,950

56' HOLIDAY MANSION Cruising Catamaran HOUSEBOAT. High-end custom interior, twins and MORE! **Motivated seller has reduced her to** 42,950/offers

50' TRUMPY TRAWLER, Long range, great layout, 671 N-Series diesel. Needs TLC. A great boat! 44,950/offers

48' DUTCH CANAL Barge. Beautiful & comfortable **Sausalito liveaboard.** Steel, diesel. **MUST BE SEEN!** Asking 219,000

45' STEPHENS 1929 classic. Beautiful Gatsby-era motor yacht waiting to transport you back to the days of yachting in the grand style. Try 75,000

**43' CLASSIC EXPRESS CRUISER By CALLIS. Total & magnificent professional restoration.** Beautiful, stunning, ALL VARNISHED TEAK 1923 head-turner, copper riveted, tasteful & completely modernized & updated systems. **MANDARIN** has a fascinating history & is an important part of the West Coast Yachting tradition. Now **VASTLY REDUCED** to a fraction of her restoration cost! **MUST SELL NOW!** Asking 98,950

43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful. Asking 69,450

42' GRAND BANKS Tvl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent. 121,000

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34' CLASSIC LAKE UNION DREAMBOAT. We have TWO; a Blanchard and a Rothforn. Starting at a BARGAIN. 17,500 Asking

28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300hp V8, economical & 30+MPH reported. Just completely refurbished & refitted to exceptional condition. Asking 19,950

27' FARALLON Pilothouse, '86. F/G, twin 51 V8s, fast and seaworthy. Just detailed and very nice. Asking 51,950

22' ALUMINUM PLEASURE TUG. Bufflehead live/cruise. Loaded. Asking 108,250

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**64' SCHOONER (78' LOA).** 1971. Excellent condition. Cummins dsl. Exquisite teak construction, fully fitted out for world cruising. Genset, 10 berths. Beautiful, spacious, seakindly and comfortable. Too much to describe. A fantastic vessel, incredible opportunity, rare find, and fabulous value. **MUST SEE!** Asking **\$248,950**



**WORLD CRUISER!**  
**57' BOWMAN** Ketch. An AWESOME vessel completely equipped for world cruising. **TOO MUCH TO LIST;** must be seen. Has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate bluewater cruising yacht. Asking **\$219,950**

**REDUCED!**  
**49' CUSTOM** Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! **MUST BE SEEN.** Asking **\$119,950**

**44' STEEL** Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$89,995**

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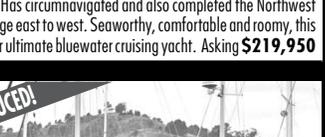
**GREAT CRUISER!**  
**43' POLARIS** Canoe-Stern Cutter. Proven cruiser. Dsl, furling, wheel steering, full galley, 14'6" beam, enclosed marine head w/shower, ship's table/settee, windlass and a great deal more! Wonderful Robt. Perry design and a great opportunity. Asking **\$129,950**



**TRADITIONAL**  
**42' LOD SCHOONER** by H. Chapelle. 48' sparrer, dsl, 1979. Excellent gaff-rigged traditional beauty in wonderful condition. **THIS IS THE SCHOONER** you've been looking for. Rare, exquisite and ready to go. Very few schooners of this quality ever become available. Great opportunity! Asking **\$49,500**



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**49' CUSTOM** Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! **MUST BE SEEN.** Asking **\$119,950**



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