

Latitude 38

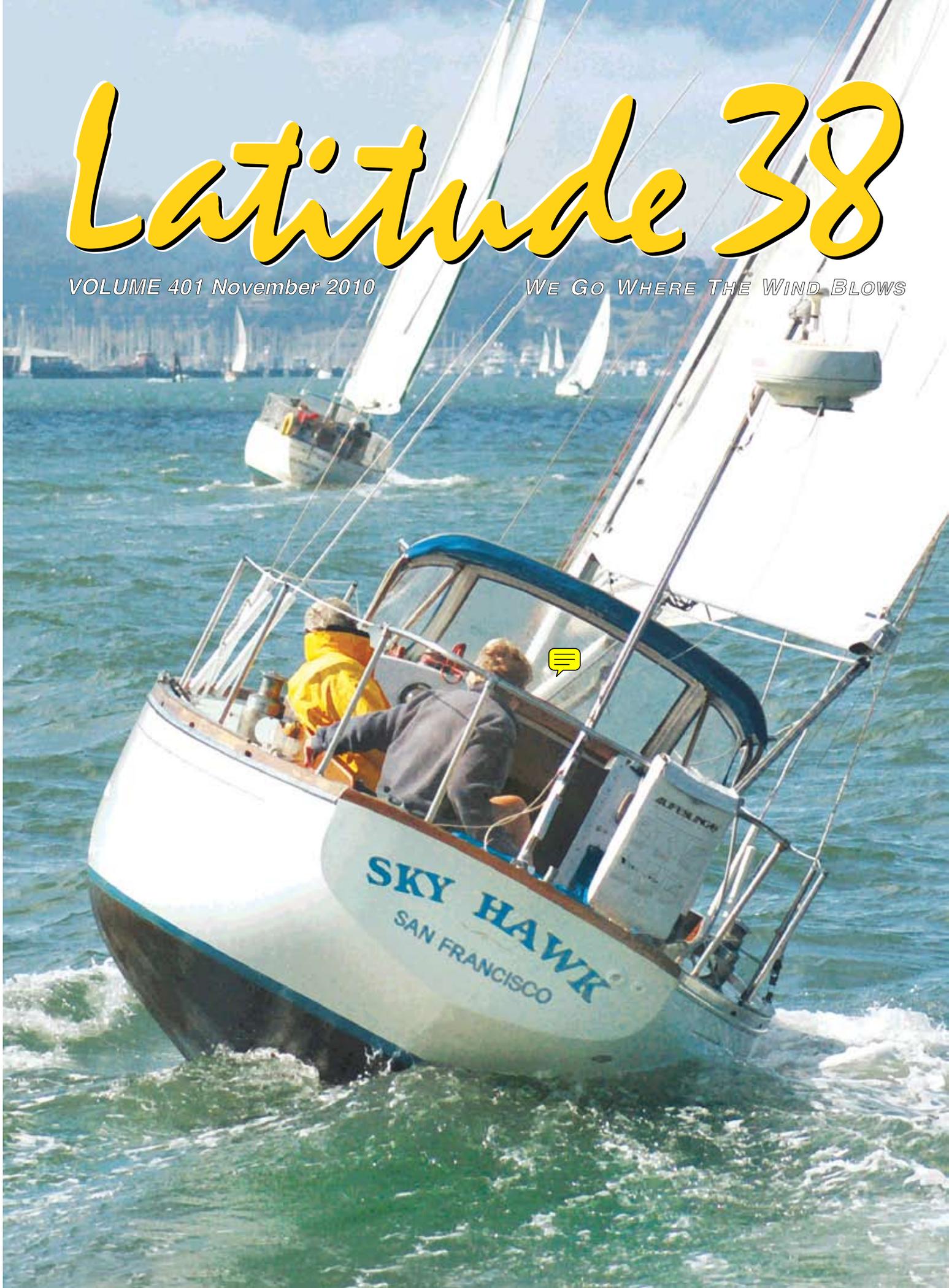
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VOLUME 401 November 2010

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NOVEMBER 2010

VOLUME 401





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Ashley Perrin and “kid” brother Myles were the only sister/brother team sailing in this year’s Round Britain and Ireland Yacht Race, sailing their dad’s Capo 30, *Santana*. The race was sailed by 60 boats, all doublehanded, covering 2500 miles in everything from glassy calm conditions to gusty winds and large seas.

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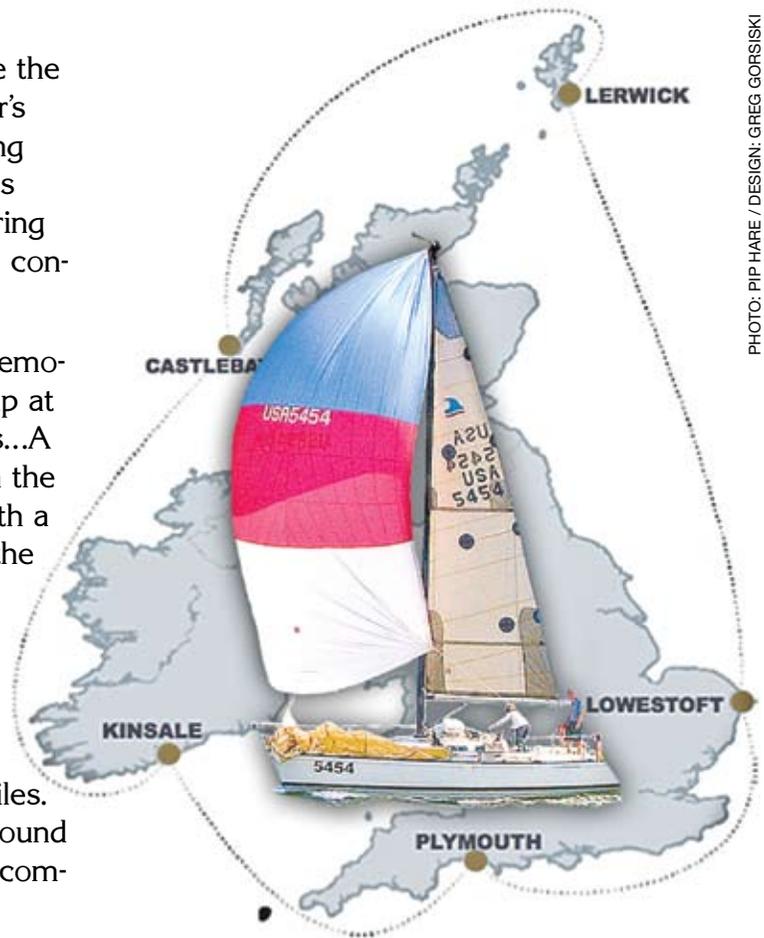


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Santana*

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Cover: *Sky Hawk* takes wing on a beautiful October day.
Photo: Latitude 38/Rob

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

Innovation Triumphs for Beneteau at Annapolis Boat Show with Introduction of Three New Models and 'Dock & Go' Technology

Beneteau Sense 50



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SAIL

50'	Hollman	1989	169,950
49'	Beneteau 49	2009	380,000
47'	Beneteau 473 3-cabin	2006	329,000
47'	Beneteau 473	2004	258,000
47'	Beneteau First 47.7	2001	SOLD
46'	Amel Maramu	1985	124,000
43'	Gulfstar CC	1979	SOLD
42'	Beneteau 423	2005	199,999
42'	Cascade	1971	47,500
40'	Island Packet	1998	225,000
40'	Hardin Seawolf ketch	1970	70,000
39'	Beneteau 393	2003	SOLD
39'	Carroll CM 1200	1995	59,900
38'	Island Packet 380	1999	239,000
38'	Tartan 3800	1995	129,000
37'	C&C 37	1985	59,900
37'	Pacific Seacraft	1984	129,000
37'	Tartan 3700	2006	239,000
36'	Beneteau 361	2002	109,500
36'	Beneteau 361	2000	114,000
36'	Cape Dory ketch	1984	89,900
36'	CS Merlin	1988	62,500
36'	Island Packet 350	1999	169,000
35'	C&C 35 Mk III	1983	49,900
35'	Dehler 35 CWS	1996	82,000
35'	J/109	2003	SOLD
35'	J/105	1999	94,000
34'	Aloha sloop	1984	49,500
31'	Beneteau First 310	1993	44,900
30'	Juno Produktor, beautiful classic wooden boat	1960	38,000

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38'	PC True North	2007	369,000
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Ranger 29 Tug, 2010	224,937
Ranger 27 Tug, 2011	NEW MODEL! 149,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010	145,000
Ranger 25 Tug, 2008	110,000
Ranger 21-EC Tug, 2010	50,000



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Catalina 36 MkII, 2004.....	127,777
Catalina 36 MkII, 1999.....	93,750
Catalina 36, 1986	44,000

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Catalina 350 MkII, 2004.....	127,500
Catalina 350 MkII, 2008.....	169,500
Catalina 34, 2007	134,500
Catalina 34, 2004	109,500
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Hunter 31, 2007	84,900
Nonsuch 30, 1981	49,000

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Ranger 29 Tug, 2010	224,937
Ranger 27 Tug, 2011	NEW MODEL! 149,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

*base price

Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010	145,000
Ranger 25 Tug, 2008	110,000
Ranger 21-EC Tug, 2010.....	50,000



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CALENDAR

Non-Race

Nov. 2 — Downwind Marine's Cruisers' Seminar Series continues with 'AIS: The Best Collision Avoidance System' by Steven Gloor at Downwind Marine at 7:30 p.m., \$3. More seminars at same time and location. **11/3**: Intro to Offshore Communications for Cruisers (Shea Weston); **11/4**: Safety Mindset & Liferaft Demo (Bruce Brown); **11/9**: Surviving a Haul-Out (C.F. Koehler); **11/10**: Intro to Offshore Communications for Cruisers (Shea Weston); **11/11**: Offshore Rigging & Rigging at Sea (Capt. Stephen Mann). Info, www.downwindmarine.com.

Nov. 3-24 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyj.com.

Nov. 4 — 'Five Things You Should Know About Radar' by Richard Foregger of Club Nautique at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

Nov. 6 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 6 — Annual Alberg Design of San Francisco dinner at Pasta Pelican in Alameda. All owners of Alberg-designed boats welcome! Info, <http://albergssfbay.memberlodge.com>.

Nov. 6, 13, 20 — 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.

Nov. 7 — Daylight Saving Time ends.

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

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

Nov. 11, 1620 — After a grueling 66-day transatlantic journey aboard *Mayflower*, a group of English Separatists stepped ashore at what would become Plymouth, Massachusetts.

Nov. 11 — Take a veteran for a sail.

Nov. 11 — 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 or (510) 233-1064.

Nov. 11 — Crabbing seminar at San Carlos West Marine, 6-7:30 p.m. Free. Info, (650) 593-2070.

Nov. 12, 1979 — Famed illustrator and author of *The Marlinspike Sailor* and *The Arts of the Sailor*, Hervey Garrett Smith, passed away in Long Island, New York.

Nov. 13-14 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Nov. 14, 1909 — Joshua Slocum sailed from Martha's Vineyard aboard *Spray*, bound for the West Indies, never to be seen again. In 1924, he was declared legally dead, and this day set as his death date.

Nov. 14 — Sailing Speaker Series with Yoga for Women. Synthia Petroka and Sylvia Seaberg will talk about their Pacific Cup experience aboard the Schumacher 52 *Cinnabar*, 10 a.m.-noon at Bow Yoga Studio in San Rafael. \$30 for seminar, yoga and meditation classes. Info, (510) 333-8846.

Nov. 18 — 'Marine Radar' by U.S. Power Squadron at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

Nov. 18 — Jim DeWitt art reception at the artist's studio in Pt. Richmond, 5:30-8 p.m. free. A DeWitt retrospective will be open all month. Info, (510) 236-1401.

Nov. 20 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. Featuring Jimmy Crowley & Marla Fibish. \$14. Info, (415) 447-5000 or www.

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CALENDAR

nps.gov/sqfr.

Nov. 21 — Howl at the full moon on a Sunday night.

Nov. 22, 1718 — Captain Edward Teach, otherwise known as the pirate Blackbeard, was beheaded by the crew of *Jane* after a fierce onboard battle.

Nov. 25 — Work off all that turkey with a daysail.

Nov. 27 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$25 (\$20 for Ha-Ha'ers). Info, marinaelcidmazatlan@elcid.com.mx.

November, 1980 — It Was Thirty Years Ago from the *Sightings* article 'Watch for the Bird' by Mark Whittington:

Two searches in the fastest flying yacht in the Pacific couldn't track down a radioless rower trying to cross the Pacific from San Francisco to Australia. Peter Bird, a 33-year-old English photographer, rowed under the Golden Gate on October 1 in his attempt to make the first solo, oar-powered crossing of the Pacific. Bird anticipated the trip to last nine months to a year, and planned to stay in touch with twice-a-month radio reports to Point Reyes. But Bird, seasick on his first night out, lost part of his antenna and, with it, his transmitting ability.

Since then, Kenneth Crutchlow, the Sonoma importer who'd sponsored the voyage, has made two attempts with *Merlin* to bring Bird a replacement antenna.

Crutchlow chartered Bill Lee's *Merlin*, holder of the Trans-Pac record, and set out for Santa Cruz. A satellite is tracking Bird using a signal beamed from the 35-ft row boat *Britannia II*. NASA officials in Maryland used a computer to fix his location and then phoned the results to Crutchlow.

The first search for Bird took *Merlin* 80 miles west of Santa Cruz. After a night of rough motoring, the 67-ft sloop hoisted her blast reacher and sailed at up to 16 knots toward Bird's last charted location. A search plane out to assist was unable to spot the bright orange row boat, and since *Merlin's* skipper, Fred Sampson, had to leave the next day for yachting business on the East Coast, *Merlin* headed back for Santa Cruz.

Crutchlow, undaunted by his own seasickness on the first trip, tried again with *Merlin* two days later. This time, Roland Mays, who had sailed *Merlin* in the Ballena Bay TransPac, headed out with a smaller crew. They stayed out for three days, sailing 120 miles southwest of Santa Cruz. An uncertain location from the NASA satellite kept the spotter plane on the ground until the second day. Once in the air, the plane was unable to contact either *Merlin* or Bird. Mays turned *Merlin* back, sailing in light winds and calm seas.

Last word indicated that NASA tracking shows Bird headed for an unscheduled stop in Baja California. Because there is no radio contact, Crutchlow said he was unsure if Bird was trying to land in Ensenada to pick up a spare antenna.

Editor's note: As we go to press, Peter Bird has rowed to shore at Caramul, an unmapped village about 100 miles south of Ensenada. He tried to buy food with a credit card, then an English pound note, neither of which was a big hit with villagers. He finally received assistance from a priest before his sponsor, Kenneth Crutchlow, located him. He's been given a new antenna, is working on resealing badly leaking hatches, and will again get underway. To date, *Britannia II* has been flipped end-for-end once already.

2010 footnote: After 147 days at sea, *Britannia II* capsized off Maui. Bird survived but his boat was destroyed on a reef. A Hawaiian builder helped Bird build another boat, *Hele-on-Britannia* (Hawaiian for "carry on, Britannia"), which Bird later spent 294 days rowing the 6,000 miles from the Bay to Oz.

Dec. 2 — 'Coastal Navigation Simplified' by Club Nautique's Bryan Chavez at San Carlos West Marine, 6-8 p.m. Free. Info,

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46' Moody, 2000
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Hinterhoeller 26C Nonsuch
1981 \$25,000



30' Cape Dory, 1978
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Carver 30, 1993
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Newport 30 MkIII, 1982
\$23,500



28' Blackfin, 1981
\$29,000

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(650) 593-2070.

Dec. 4 — 34th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. This year's theme is 'Make the Season Bright!'. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 4 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, 5-7 p.m. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.

Dec. 4 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 4 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 4 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 11 — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, www.syconline.org.

Dec. 11 — Petaluma YC Lighted Boat Parade, 5:30 p.m. Info, (707) 753-1590 or www.petalumayachtclub.com.

Racing

Oct. 30-Nov. 6 — 24th Annual Pro Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, www.beyc.com.

November, 1980 — It Was Thirty Years Ago from the *Sightings* article 'The Vallejo One-Two':

It's been a year of light breezes for the Singlehanded Sailing Society. In the spring, the Farallones Race folks were, in many cases, thwarted by light winds, a condition that was repeated in the TransPac to Kauai, and most recently in the two-day fall event. But then the SSS's fall event never has had any wind, be it in the ocean or on the Bay.

This marked the first year of a SSS event to be held in the Bay, and it also marked the first time a doublehanded leg was included. The course was a simple one: singlehanded from the Berkeley Pier to Vallejo on Saturday, then doublehanded from Vallejo back to Berkeley on Sunday.

As it turned out, the combination of wind and tide greatly favored the Division II boats, but even some of them had to fight from 10 in the morning until way past dark to cross the finish line. Of the 38 boats that started, 31 actually completed the course. Overall winner for the combined two-day event was *Token-J*, a J/24 sailed by a gentleman named Maloney. John Robinson in the Hawkfarm *Courageous* was second overall, with Lester Robinson sailing Chuck Hawley's Moore 24 to third place.

Hard luck story for the race was Frank Dinsmore in his *Islander 28*. On the way up, he got a severe spinnaker wrap that he couldn't undo, and scared the hell out of the fleet trying to dock in a breeze with the chute still up. With aid, it still took several hours to unravel it. Then he just about rammed the concrete wall, then he almost drifted into the breakwater in Berkeley, almost hitting another boat while backing out — at least, that's how the story goes.

Honorable mention of the race is shared two ways. First to Mr. Foley for taking first to finish honors on both legs in the custom-designed *Third Reef*, and secondly to the Vallejo YC, who took the singlehanders in just the way they do for the Vallejo Race fleet in the spring.

Good time all around, but next year the fall event will probably be held earlier in the year, September perhaps. There are also indications that there will be a number of doublehanded races that will be part of the Society's events. Final word is that it's been a long year for the SSS staff, and they're like vampires crying out for new blood, perhaps yours if you'd

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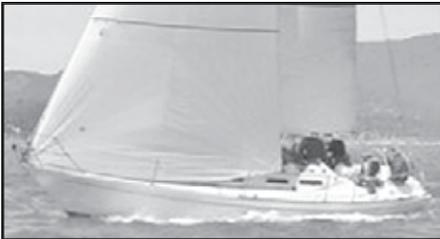
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Santa Cruz 52, 1998, Hula
Deep draft for cruising, buoy and offshore.
This boat has it all. Reduced to **\$495,000**



J/122, TKO
Ready to win the Big Boat Series again!
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Islander 36, 1972, Absolute
Best in fleet.
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Kernan 44, Wasabi
Turn key race winner.
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39' Schumacher, 1996, Recidivist
Well equipped, proven race winner.
Asking **\$129,000**



J/32, 2002, Tango
Well maintained and equipped.
Asking **\$119,000**



J/105s
We have seven from
\$75,000



40' Summit, 2008, Soozal
IRC super boat.
\$599,000



38' Sabre 386, 2008, Kuai
Cruise or race.
Asking **\$295,000**

77' Andrews, '03*	\$799,000
53' J/160, '00, Novakane	\$619,000
52' Santa Cruz, '00, Isis	Pending
52' Santa Cruz, '99, Renegade	\$595,000
52' Santa Cruz, '98, Hula	\$495,000
52' Santa Cruz, '96, Madusa	\$449,000
52' TransPac with IRC mods, '03, Braveheart*	\$499,000
48' J/145, Hull #9, '03*	\$675,000
48' 1D48, '96, Cal Maritime	SOLD
47' Valiant, '81, Sunchase	\$125,000
44' Kernan, Wasabi	\$429,000
44' J/44, '93, Halcyon Days*	\$285,000
44' Wauquiez 43 Pilot Station*	New Listing \$319,000
43' J/130, '96*	New Listing \$209,000
42' Custom Wylie, Scorpio	\$169,000
41' J/124, '07, Sea Wolf	New Listing \$329,000
40' J/122, '07, TKO	Reduced \$429,000

40' J/120, '04, Mad Max	Reduced \$229,000
40' Summit, '08, Soozal	\$599,000
40' Avance, '85, Caribou*	\$119,000
40' Olson, '83, Elka	\$79,000
39' Schumacher, '96, Recidivist	\$129,000
38' Sabre 386, '08, Kuai	New Listing \$295,000
36' J/109, '03*	\$189,000
36' Islander 36, '72, Absolute	\$45,000
35' J/105, '92, Hull #44, Orion	\$75,000
35' J/105, '99, Life Is Good*	Reduced \$82,500
35' J/105, '00, Hull #347, Bald Eagle	\$109,000
35' J/105, '00, Hull #343, Nirvana	\$109,000
35' J/105, '01, Hull #469, Streaker	\$115,000
35' J/105, '02, Hull #520, Sea Room	\$109,000
35' J/105, '04, Hull #634, Flying Dutchman	\$124,900
35' J/35, '84, The Boss*	Reduced \$34,000
35' J/35C, '93	New Listing \$89,000

35' 1D35, '00, Sweet Sensation	\$69,000
34' J/34, '85, The Zoo*	\$29,900
34' MJM 34z, '05*	Reduced \$334,000
33' J/100, Hull #9, '05	\$106,000
33' J/100, '05, Hattie	New Listing \$95,000
33' Back Cove, '08	New Listing \$279,000
32' J/32, '02, Tango	\$119,000
32' Catalina 320*	\$61,000
30' Peterson Half Ton*	New Listing \$27,500
30' Knarr, '80	\$20,000
29' MJM 29z, '07*	\$269,000
28' Alerion Express, '06*	\$99,000
28' Alerion Express, '02*	New Listing \$72,500
28' Islander, '79*	New Listing \$16,900
26' J/80, '04, Heart Attack	\$34,900
26' Aquapro Raider, '02	\$59,000

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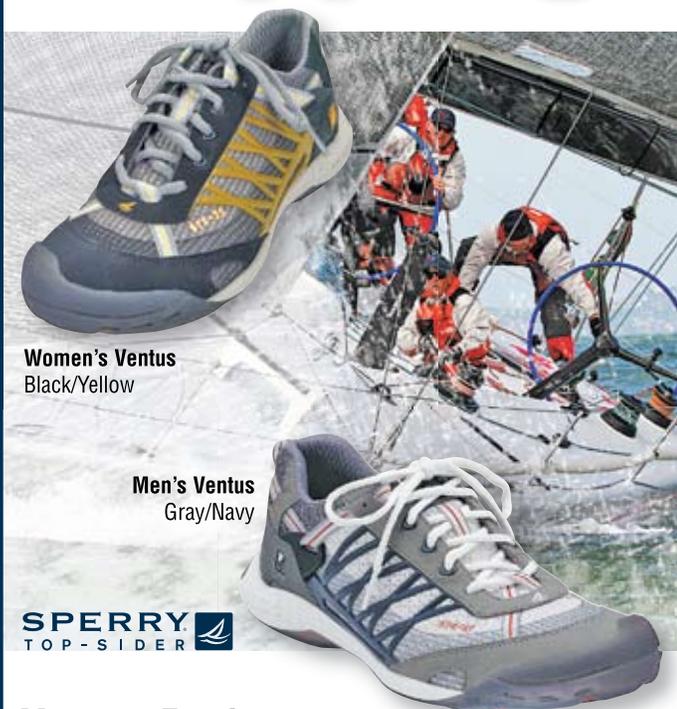
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CALENDAR

care to share it.

Nov. 6 — Summer's Last Gasp Race. HMBYC, www.hmbyc.org.

Nov. 6 — Fall Series #3. SSC, www.stocktonssc.org.

Nov. 6 — Lake Washington's annual Turkey Shoot Regatta. Info, www.lwsailing.org.

Nov. 6-7 — Match Race Championships. StFYC, www.stfyc.com.

Nov. 6-7 — Monterey Invitational/Perry Cup #1 (Mercuries). MPYC, www.mpyc.org.

Nov. 6-7 — NorCal #3 Appleton Youth Regatta for FJs. Info, www.pcisa.org.

Nov. 7 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 13 — The Running of the Bulls (El Toros) at Moss Landing. Elkhorn YC, www.elkhornyc.com.

Nov. 16 — YRA Year-End Awards Party at Berkeley YC. Info, (415) 771-9500 or www.yra.org.

Nov. 16 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyc.com.

Nov. 21 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 26 — Wild Turkey Race. TYC, (415) 883-6339.

Dec. 4 — Fall Series #4. SSC, www.stocktonssc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 11/13-14, 12/11-12, 1/8-9, 2/12-13. Bobbi, (925) 939-9885.

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

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

CORINTHIAN YC — Midwinters: 1/15-16, 2/19-20, 3/19 (bonus). Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 11/13, 1/22, 2/26, 3/26. Info, rearcommodore@encinal.org.



It's that time of year again — laid-back racing, mellow conditions, and tons of fun. The Midwinters season starts this month!

GOLDEN GATE YC — Seaweed Soup Series: 11/6, 12/4, 1/8, 2/5, 3/5. Leslie Anne, (415) 931-3980.

ISLAND YC — Estuary Midwinters: 11/14, 12/12, 1/9, 2/13, 3/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/11, 1/9, 2/12, 3/13. Jackie, (510) 582-1048.

OAKLAND YC — Sunday Brunch Series: 1/2, 1/16, 2/6, 2/20, 3/6. John, (510) 366-1476 or j_tuma@comcast.net.

REGATTAPRO — Winter One Design: 11/13, 12/11, 1/8, 2/12. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/2, 2/6,

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46' HUNTER 46LE, '05 \$229,550
A chance to own a rare like-new boat that shows like new and is very well equipped. She even has heat and air conditioning.



44' LAFITTE, '81 \$139,500
The Lafitte 44 is a renowned cruiser. *Second Wind* is proven and has had upgrades and top-notch maintenance over its recent history.



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39' CAL, '78 \$59,500
A great Cal boat plus engine rebuild receipts, repair details and improvements since 1985 and the repair and maintenance log since 1991.



38' CATALINA, '84 \$39,995
Her cockpit is large enough to lounge in comfortably, yet her stern is slender for speed. Easy to sail and stable, she is worth seeing.



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36' CAL, '66 \$39,950
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35' WAUQUIEZ PRETORIEN, '86 \$78,000
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34' CAL 2-34, '75 \$34,900
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CALENDAR

3/6. Opti Midwinters: 12/4, 2/5, 3/5. Tony, amcastruccio@sbcglobal.net or (925) 200-4441.

SANTA CRUZ YC — Midwinters: 11/13, 12/18, remaining TBD. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/7, 12/5, 1/2, 2/6, 3/6. John Mount, race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 11/13, 12/11, 1/22, 2/26, 3/19. Redwood Cup: 11/7, 12/5, 1/9, 2/13, 3/6. Tim Peterson, trp43@aol.com.

SHORELINE LAKE AQUATIC CENTER — Catalina 14.2s every Thurs. night till 11/4. John Stedman, (650) 940-9948 or (650) 965-7474.

SOUTH BEACH YC — Island Fever Midwinters: 11/20, 12/18, 1/15, 2/19, 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/22, 2/12, 3/12. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 11/6, 12/4, 1/8, 2/12, 3/12. Info, (707) 643-1254.

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

November Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/06Sat	0035/5.1	0521/2.2	1139/6.8	1821/-1.3
11/07Sun	0131/5.0	0507/2.5	1119/6.7	1806/-1.3
11/13Sat	0558/4.8	1132/2.8	1641/4.4	2316/0.8
11/14Sun	0639/5.0	1236/2.3	1757/4.1	
	LOW	HIGH	LOW	HIGH
11/20Sat	0333/2.6	0942/6.1	1635/-0.5	2347/4.5
11/21Sun	0409/2.8	1016/6.2	1710/-0.8	
	HIGH	LOW	HIGH	LOW
11/25Thu	0251/4.7	0709/3.2	1306/5.9	2001/-0.7
11/26Fri	0339/4.8	0814/3.1	1403/5.5	2052/-0.4
11/27Sat	0427/5.0	0931/2.9	1509/5.1	2146/0.0
11/28Sun	0514/5.3	1051/2.4	1626/4.6	2242/0.5

November Weekend Currents

date/day	slack	max	slack	max
11/06Sat	0215	0435/2.8E	0747	1037/3.2E
	1325	1645/5.6E	2040	2346/4.4F
11/07Sun	0208	0424/2.6E	0733	1022/3.0F
	1308	1631/5.5E	2029	2336/4.2F
11/13Sat	0050	0403/2.8F	0717	0941/1.9E
	1329	1600/1.6F	1838	2139/3.0E
11/14Sun	0142	0454/2.7F	0801	1039/2.2E
	1430	1710/1.7F	1947	2236/2.7E
11/20Sat	0032	0243/2.1E	0557	0847/2.5F
	1135	1454/4.6E	1854	2155/3.4F
11/21Sun	0118	0326/2.1E	0632	0925/2.4F
	1209	1535/5.0E	1934	2235/3.5F
11/25Thu		0048/3.6F	0426	0632/2.0E
	0929	1226/2.1F	1459	1839/4.7E
	2230			
11/26Fri		0137/3.6F	0514	0725/2.2E
	1035	1323/2.0F	1558	1932/4.4E
	2321			
11/27Sat		0229/3.5F	0602	0821/2.4E
	1148	1427/2.0F	1707	2028/4.0E
11/28Sun	0014	0322/3.4F	0648	0918/2.8E
	1301	1537/2.2F	1826	2128/3.6E

34th Annual

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Dec 4 2010**

**Oakland/
Alameda
Estuary**

**Starting at
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Entry fee: \$30 (incl a photo of your boat and a skippers goodie bag)

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Jacket - \$129 Bibs - \$109

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LETTERS

↑↓NOT WHOLE FOODS, WEIRD FOODS

In the October 4 *Electronic Latitude*, you asked world cruisers to tell you about the strangest foods we'd eaten during our travels. I spent some time in West Africa, and even sailed up the Rio Geba near Bissau, Guinea. There aren't many 'restaurants' as we know them in Bissau. Instead, it's more likely there will be a few plastic chairs and tables in someone's front yard — although sometimes there were real dishes and



DAVID KORY

French fried finches, not coming to a McDonald's near you.

tablecloths, too. The menu is whatever they happen to have that day. One meal I enjoyed was "a dozen birds and beer," which cost \$1. The birds were tiny, finch-sized things that had been deep-fried whole with the local spices. It was surprisingly tasty. In the beginning, it was time consuming to eat them, as I nibbled on the tiny wings, legs and breasts. After a while, I did like the others, and just started crunching through the whole bird, bones and all.

I am pretty sure all the innards were in there, as the birds were really too small to remove anything. They just chop off the head and drop it in the oil. As they were deep fried, they were just kinda crispy.

David Kory
Barking Spider, MacGregor 65
Richmond

Readers — In addition to Kory's report, we like his history of boat ownership: a Tartan Ten; a Catalina 38, with which he took first in class in the '03 TransPac; a MacGregor 65 he sailed in the '05 TransPac, then used to cruise Alaska and win his class in the '07 Puerto Vallarta Race; a Catalina 36 he used to win in the Banderas Bay Regatta in '09; and a Hobie



TOMMY THAI

Skewered cockroaches, a favorite Thai snack.

33. Kory also leads about four charter groups a year for Tradewinds Sailing Center and will be leading 65 people to Thailand in a couple of weeks. While in Thailand, Kory and his group should be sure to try fried cockroaches — and other bugs and vermin — on a skewer. They're low in calories, nicely seasoned, and go well with an ice cold beer.

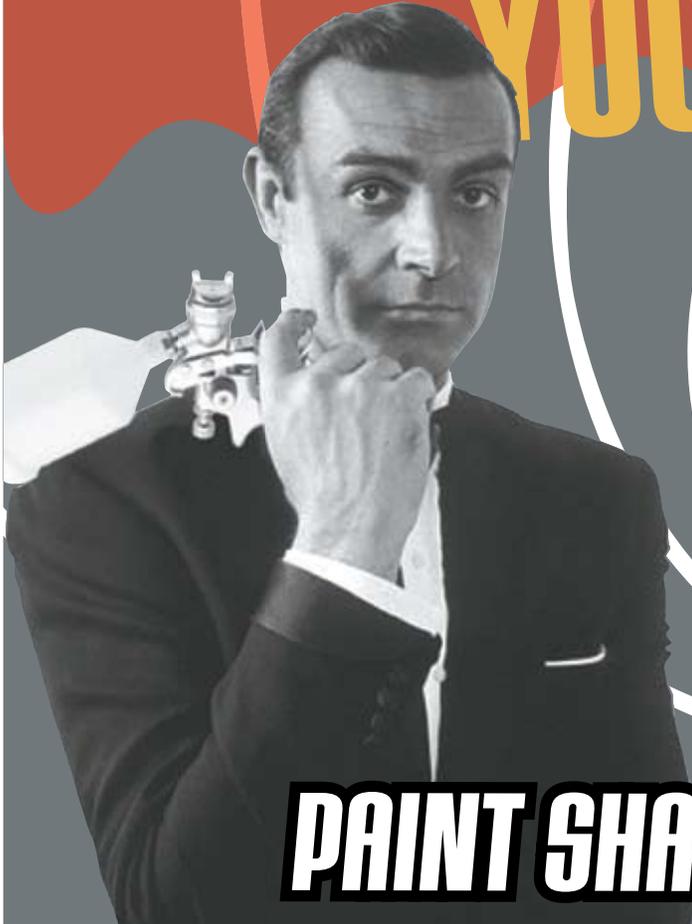
↑↓AND NOW IN VIETNAM, A SNAKE WINE SALESMAN

We cruised Southeast Asia in '06 and '07, and along the way made a side trip to Vietnam. It's such a beautiful and fascinating country that we used up every last minute of our one-month visas.

The Vietnamese have some very interesting wines. The base wine is made from rice, and they infuse this with all sorts of roots, herbs, and animals, which are left in the bottle. Among others, we saw bird wine, cat wine, and snake wine. Often the snake wine had a scorpion as an added ingredient. We did taste

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LETTERS

the snake wine when it was offered to us as part of a meal. I don't think you'll ever find it in Robert Parker's guide.

George Backhus & Merima Dzaferi
Moonshadow, Deerfoot 62
Cartagena, Spain / Sausalito / New Zealand

Readers — It's not as if you have to search for these wines in speciality shops. Doña de Mallorca, the Devilette, and the Wanderer were lucky enough to spend Christmas-New Year holiday last year in Hanoi, Hue and Saigon, and can report that those types of wines are available everywhere. Not that we ordered any them to go with our fantastic street pho.

By the way, for those cruising Southeast Asia, Vietnam is an absolute must-see side trip, as it's every bit as fascinating as George and Merima say. Furthermore, it's dirt cheap, and the

Vietnamese — inexplicably — really like Americans, despite the fact that we killed millions of them. Although Vietnam has a long coastline, and Corsair folding trimarans and 50-ft cruising catamarans are built in Saigon,



SAIGON SUE

Snake wine, still not available in the Napa Valley. the corruption, bribes, and ultra-severe limitations on navigation imposed by communist officials make cruising there all but impossible.

↑↓ THE STORY, OR LACK OF IT, ON PREEMPTIVE TOOTS

As children, we all learned to look both ways before crossing the street. On most points of sail on San Francisco Bay, which we share with lots of larger vessels, this is easy to do. But I'm writing as a reminder that when we are sailing in the main shipping channels, which we do when the tides are helpful, it's also important to keep looking behind us. My letter also has a question.

As we left San Pablo Bay on Labor Day, and approached the Richmond-San Rafael Bridge, we were close-hauled in a strong ebb with heavy chop. With the wind increasing, we planned to reef my Cal 20 as soon as we cleared the bridge. With my best crew at the mast and ready to reef, I heard a single toot, and seconds later a wall of red passed within 40 feet of our bow. Luckily, the wash of the tanker kept us away from the ship, and gave the crew a couple of seconds to cleat the main halyard and rush back to the cockpit to tack.

Admittedly, I'm required to stay clear of ships in the shipping channel, but aren't fast-moving ships and tankers supposed to give smaller and slower boats a preemptive toot so they can take proper evasive action?

Howard Strassner
Redbaron, Cal 20
San Francisco Bay

Howard — Given that you live in California — where, let's face it, people are given every reason to believe they have absolutely no responsibility for anything in their lives, be it their food, shelter, transportation, health care, offspring, addictions, risky sexual habits, obeying laws, slipping on wet floors, or



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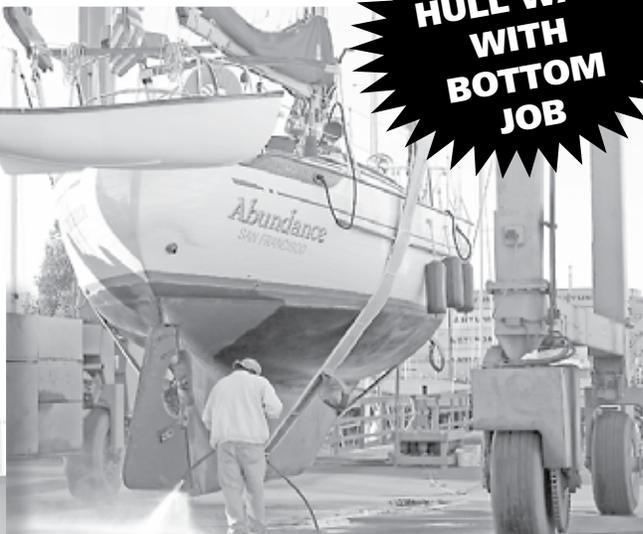
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having their feelings hurt, it's perfectly understandable that you might wonder if it wasn't the ship captain's responsibility to let you know that you'd illegally been in the ship's path. But the answer is no, they are not supposed to give you a preemptive blast on their horn. If they were, the Bay would sound like a high-volume version of the streets of Hanoi, where the operators of the 5,000,000 motorbikes give a little toot every three seconds to let everyone else know where they are. One could only imagine the noise pollution.

Every vessel — including a Cal 20 — is required to have someone on watch, and being on watch means that the person is constantly looking all around — including aft — for any developing situa-



DEAN BECKER

It's your responsibility to look behind you.

tions. There is no way a ship on the Bay should ever be able to sneak up on anyone. By the way, a single "toot," means that a ship is turning to starboard, and thus the one you heard almost certainly was not meant for you. Instead of giving single toots to let you know they are coming up behind you, ships are only required to give prolonged blasts. This means 'danger', as in 'you're in great danger of being run down by me in the next few seconds.'

We're actually glad you asked this question, because too many mariners — and we're not referring to you — have the modern disease of thinking the world revolves around them, and therefore, rather than being responsible for looking out for themselves, think it's the rest of the world's responsibility to look out for them. It doesn't work that way. In fact, one of the things we love most about being on the water is that it's one of the few places left where people are still responsible for their actions, and most of the time have to accept the consequences, be they good or bad.

This might be a good time to review some of the more common horn signals. Remember, a short blast is one second long, while a prolonged blast is four to six seconds long.

- One short blast: I'm changing course to starboard.
- Two short blasts: I'm changing course to port.
- Three short blasts: I'm operating astern.
- Three prolonged blasts: Man overboard.
- Five prolonged blasts: Danger. On the Bay, it usually means 'I'm about to run you over.'

- Two prolonged blasts followed by one short blast: I intend to overtake you on your starboard side.
- Two prolonged blasts followed by two short blasts: I intend to overtake you on your port side.

About 40 years ago we hung out with a lovely young lady whose divorced mother lived in the Marina District of San Francisco. The mother periodically dated the captain of a ship that made very long runs to the Orient, and was thus gone for long periods of time. The mother once shared a rather intimate thing the two of them had going. The captain had created a unique horn signal sequence just for her — we can't remember what it was — that he'd sound just as his ship passed beneath the Golden Gate. "It meant that he was home, and he was horny as hell," she laughed. Our face grew red as a tomato as she

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confided that she found it "very erotic" that her captain had the power to sound a signal that would be heard by tens of thousands, but understood by just the two of them.

↑↓ **LAW AND ORDER ON RICHARDSON BAY**

The bastard who stole *Piko's* dinghy — as reported in the September 29 *Lectronic* — was likely the same bastard who stole my kayak, which I kept next to my boat in Clipper Basin #3 in Sausalito, in July.

I also filed a police report. The next day I saw my kayak advertised on Craigslist, but the ad was pulled before the police could trace it.

The Sausalito Police told me there has been a rash of such thefts this summer.

Gary Ryan
'iliohale, Hanse 34
Sausalito

Readers — Seattle-based cruisers Lauren Buchholz and Lauren Smith had sailed their *Wauqueiz 35 Piko* — the #2 entry in this year's *Baja Ha-Ha* — under the Gate on September 13, and spent a week in Alameda's Marina Village before anchoring off Sausalito's Paradise Bay Restaurant in Richardson Bay.

"I'd let my guard down," Lauren B. told us. "I tied up our dinghy that night with a proper cleat hitch, and the next morning, the dinghy was gone." When 'The Laurens' realized their dink was AWOL, they upped anchor and did a circuit around the area but saw no sign of it. They filled out a police report — "They told us not to expect to see it again," said Lauren B. — and hot-footed it over to Sal's Inflatables in Alameda for a replacement.

According to Sausalito Police Sergeant Thomas Georges, while there were a number of dinghy thefts reported this summer, the total wasn't unusually high. Regardless, normal precautions should be taken when securing your dinghy to the boat or dock — anywhere, not just Richardson Bay. Thieves are notoriously lazy, and they typically don't want to work for their free ride. Make stealing your dinghy difficult and they're more likely to move on to easier pickings.

In case you were wondering, 'The Laurens' say that their experience has left a permanent mark on their perception of the Bay Area — a good one. "With the exception of the guy who stole our dinghy, everyone here has been so friendly and supportive. It's been amazing."

↑↓ **OUTBOARDS MAKE BIG SENSE ON SMALL BOATS**

We have a Santana 22 with a 2-hp outboard to get out to the starting line of races, and a 6-hp to get up the coast for races. We have no use for a diesel.

That said, we could hug the 11-hp diesel on Barry Keeler's Catalina 30 *Pair O' Dice*. When we were returning from the Catalina 30 Nationals in San Diego, we had 25 to 30+ knots of wind and breaking seas for 22 hours as we battled our way from San Simeon to Monterey. But the Catalina's little diesel didn't miss a beat for 22 hours in those very rough conditions. Not only that, but the boat's prop never came out of the water, and we're here to tell the tale.

For the entire leg from Morro Bay to Santa Cruz, we only used 15 gallons of fuel, so you can figure the mileage.

Stefan Berlinski & Mary Larkin
Hamachi, Santana 22
Santa Cruz

Stefan and Mary — You make us aware that we never mentioned that as boats get smaller — say under 27 feet — and lighter, it makes increasingly less sense for them to be equipped



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with a diesel. The downsides are greatly added expense, extra weight, the complications of installation, and so much noise and heat in such a small area. Like you, we'd never put a diesel in a boat like a Santana 22.

When considering fuel economy, gallons per hour is usually more illuminating than gallons per mile, especially as you were bashing right into very strong winds and big seas on that Catalina 30. Had it been flat water, we bet you would have used something like half as much fuel.

↑↓WHAT A SHOCKER!

I work with electrical systems on boats, and I was recently contacted by a local sailing school/charter outfit because one of their crew had received a severe shock from touching the backstay on one of their boats.

As I would later hear the story, the victim felt immense pain, but wasn't sure what was happening to him. After what seemed like a long time, one of the charter guests, seated just a foot or so away, remarked "Hey, I think that guy is getting electrocuted!" When the victim heard this, he, with tremendous effort, was able to let go of the backstay. When he did, he fell into the cockpit, but was no longer being shocked. The shorepower was immediately turned off before anyone else could get hurt. After being checked out by a doctor, the victim was cleared to go home. Lucky for him that he hadn't made contact with anything metal with his other arm, as it would have created a path across his chest cavity, and he could have been severely injured or electrocuted.

By the time I was able to respond to the company's message, I was informed that they had found the problem — the inverter — and solved it by disconnecting it. I offered to come by the boat anyway, for

free, to make sure everything was all right. It wasn't. It didn't take me long to find the real problem, which can be seen in the accompanying photo. The primary cause was the most worn-out 30-amp shorepower cord that I have ever seen. The molded rubber and the metallic receptacles at the female end of the cord were so worn that the plug could have fit into the male hull receptacle prongs in any of the three positions! When I inspected it, the plug was plugged in — but off by 120 degrees! As a result, the cord's AC hot wire was connected to the boat's safety ground wire — which energized all of the rigging and lifelines with 120-volt power.

A worn twist-on electrical connector — a recipe for trouble.

There are several safety issues raised by this incident, but it is one of the best examples I have seen yet for periodically inspecting shorepower cords for wear, for having an isolation transformer, or at least for upgrading to the new SmartPlug connector from SmartPlug Systems. The SmartPlug device has a much better design that prevents misaligning the connector. With a transformer installed, the rigging would not have become energized.

I also spoke with the victim, who luckily survived, and learned some other interesting things. First, the cord for the charter boat had been in that condition for some time, yet all the onboard equipment had been working. I'm guessing the reverse polarity light on the boat had been illuminated, but wasn't in a location where it was easy to see. Second, the

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victim had been shocked despite the fact that he was wearing fairly thick-soled rubber shoes, and was standing on a dry fiberglass seat with teak overlay. Third, the 110-volt receptacle for the shorepower cord is on the transom of the boat, and it was customary to hold onto the backstay when disconnecting the power cord. Note to everyone: Please turn the power off at the dock before disconnecting the shorepower cord from the boat!

My goal is to raise everyone's awareness of the dangers of worn and/or corroded shorepower cords. By the way, the 30-amp twist-lock cord so popular today was designed in the '30s. I believe that it has a serious design flaw, which is that the smallest pin is the neutral (return) pin, which always overheats first. Had the connector been designed so the hot pin was the smallest, if it failed it would simply cause low voltage to the equipment, but would not compromise the safe return path of the electricity. But with today's popular twist-lock connectors, when the neutral pin gets compromised, it raises the resistance of the critical return path to the power source on land. When this happens, return current will take all other available paths back to shore — often through the water or the safety ground wire — creating a serious safety hazard.

Everyone with a boat should make sure they carefully check all parts of their 110-volt shorepower system on a regular basis. This means inspecting the dock receptacle, both ends of the cord, and the hull inlet fitting several times a year for any signs of burning, corrosion or wear. If there is any sign of wear, the damaged part should be replaced immediately.

In the case of any severe shock incident, one should make sure they get an ABYC certified tech on the boat to make sure the fault that caused the problem has actually been repaired. In the case I'm writing about, crew replaced the badly damaged shorepower cord with one that was almost as bad. Had I not insisted on checking this boat, someone else surely would have gotten shocked, perhaps more seriously.

Malcolm Morgan
Morgan Marine Engineering
Sausalito

Malcolm — Nicely explained. The SmartPlug system, which can be retrofitted on shorepower cords and boats, sure makes a lot of sense to us. We've always found the twist plugs to be unnecessarily difficult to use.

COURTESY SMARTPLUG



We think the Smart Plug is more foolproof than twist-on plugs.

Profligate the other day because of badly corroded prongs and broken internal wiring on the old extension cord we were using. It only destroyed one electrical outlet, but could have been much worse if it hadn't been caught right away.

↑↓ART OR 'INDUSTRIAL POLLUTION'?

The Tethys Project, in which New York artist Bob Schuler has dropped 430-lb "sculpted granite cubes" overboard every 100 miles across the Atlantic, and wants Pacific Puddle Jump

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Photo by Billy Black

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boats on the way from the Galapagos to Tahiti to do the same, strikes me as another form of industrial pollution. When I visit some local natural wonder and gaze into pristine blue waters,



ALI ABABWA

Are these examples of 'Industrial Pollution'?

pollution in the world's oceans.

I don't want it marred by some cube of sculpted granite paid for by my tax (grant) dollars.

I urge all Puddle Jumpers to take their cubes and build a wall around this flake. He should use his grant funds to retrieve the existing

Bill Kelly
Surface Time, Four Winns
 Rio Vista

Bill — We're no big fan of the Tethys Project, but we think you're going overboard as fast as one of Schuler's sculpted granite cubes when you claim that what he's been doing and



WEBB LOGG

hopes to continue doing is a form of "industrial pollution." What's industrial about it? And since pollution is defined as "the process of contaminating the soil, water, or atmosphere with harmful substances," that doesn't fit either. After all, granite is a rock, not a harmful substance. If you've ever been to The Baths in the British Virgins, you know that the naturally-occurring, house-sized granite boulders aren't contaminating anything.

What about the moai on Easter Island?

As for having your gaze marred by Schuler's cubes, how far down in the ocean do you think you can see when you're 100 miles offshore?

TOO MUCH OF A GOOD THING

In the August 23 *Oregonian*, there was an article picked up from the *New York Times* News Service concerning the overuse of electronic devices — such as cell phones and GPS messaging devices — to call for help in National Parks. The examples included, "People with cell phones call rangers from mountaintops to request refreshments or a guide; in Jackson Hole, Wyo., one lost hiker even asked for hot chocolate." In the Grand Canyon, someone pressed the emergency button on their satellite location device, and when rangers arrived, the hikers complained that their water supply "tasted salty." They couldn't make this stuff up.

There is no question that electronic devices have saved many lives. Isis, our boat, has an HF radio, an AIS receiver, an EPIRB and three VHF radios — and I plan to get a satphone before we continue across the Indian Ocean. But the point of the *Times* article was summed up by the spokesperson from Grand Teton when she said, "Because of having that electronic device, people have an expectation that they can do something stupid and be rescued." This statement could apply to our dear Abby Sunderland, and perhaps others who

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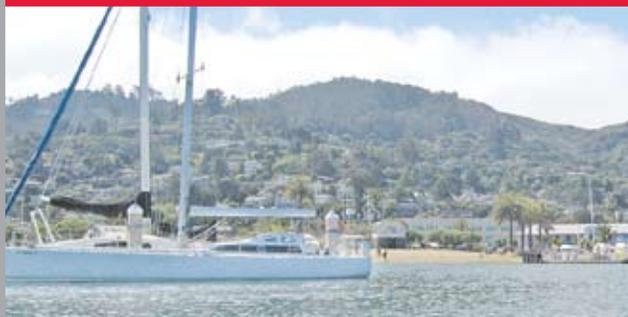
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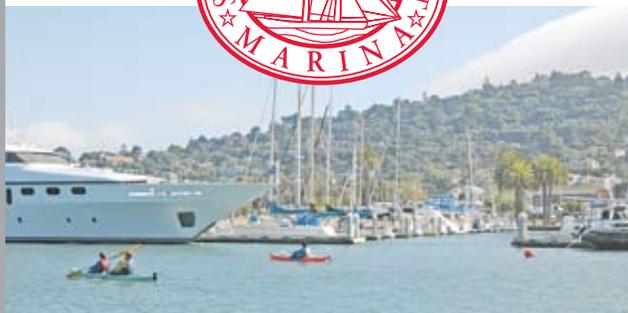
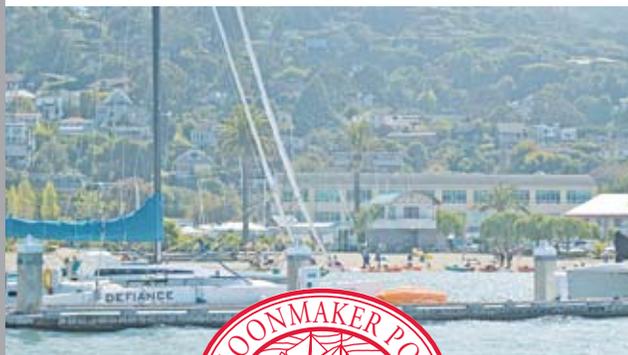
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go to sea.

The silly examples used in the *Times* article are not exactly like being dismasted between Beveridge Reef and Niue, as *Latitude* reported happening to the Praags aboard their Westsail 32 *Tar Baby* in June. And while I'm not for a minute suggesting that sailing to Oz is a stupid thing to do, when



LATITUDE / RICHARD

Neither an EPIRB nor a sat-phone solves all problems, and both can be abused.

Mr. Pragg set off their EPIRB, he should have known that commercial carriers and fishing vessels rarely tow yachts to destinations of their choice. More importantly, before setting off the EPIRB and abandoning their vessel, I think they could and should have waited a few days for the weather to settle to see if they could fashion some sort of jury rig. After all, both Niue and Tonga were only a short distance away from their position. And if the jury rig didn't work, they could have called for help then.

I don't doubt that there can be heavy weather in the South Pacific Convergence Zone during cruising season. We got hammered one night with 55-knot winds going south from Niuatoputapu to Vava'u, Tonga. And this was when there was supposedly a weather window.

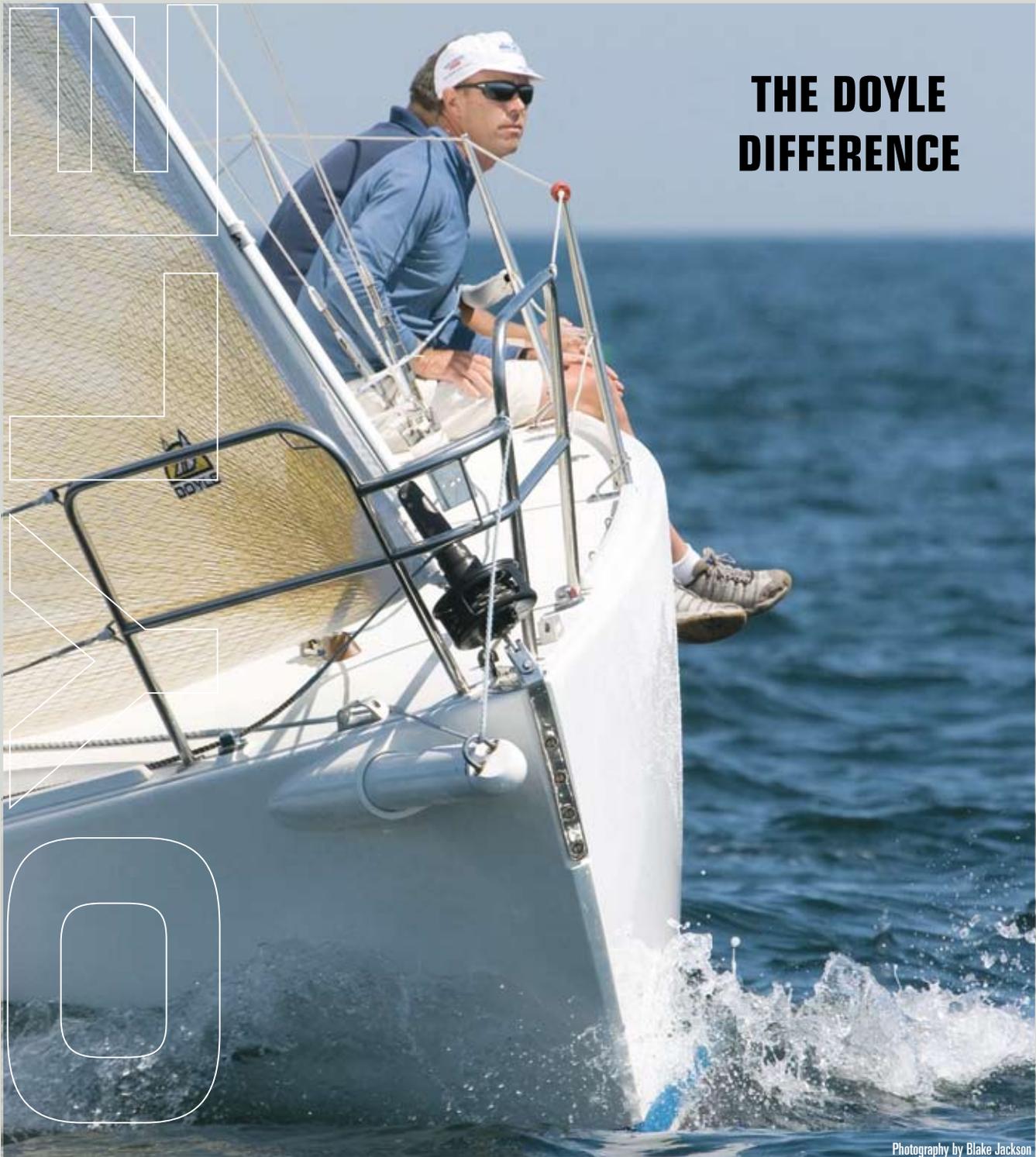
I wonder — and this is only speculation — if, following the failure of *Tar Baby's* windvane and the loss of her mast, Mrs. Praag, not being an experienced sailor, insisted that Mr. Praag call for help, and the only device he had for doing that was the EPIRB. And once the ship arrived, they couldn't resist getting on a larger vessel. If my suspicion is true, I'm not going to second-guess decision making that might be based on marital harmony. But I will take issue with simply abandoning the boat as opposed to scuttling her. They left an unlit menace for those yachts following in their wake. I'd sure hate to run into it.

While I was at a dock in Melbourne, an Aussie came aboard *Isis*, and we talked about boats. He told me the unusual story of how his Contessa 32 got to Australia. A woman had sailed her there singlehanded from South Africa. But on the way from Cape Town, she was rolled and dismasted in the same area as Abby Sunderland when the same thing happened to her. Since the woman didn't have an EPIRB, she had no choice but to come up with a jury rig. It took her an additional 40 days to reach Fremantle, but it certainly proves what can be done.

John Colby
Iris, Hylas 42
Portland, OR

John — There is no doubt that if adventurers are equipped with devices designed to call for help, they will use them. Most of the time they will be used for legitimate reasons, but sometimes they'll be used for idiotic purposes. It's no different than 911 calls. Most are legit, but some people call for things like assistance in getting their cat to eat a new brand of kibble. Who knows, maybe the solution in both cases is to bill people for at least some of the cost of the irresponsible calls.

We don't think it's fair to speculate on why cruisers do the things they do in semi-emergency situations because, as we've learned in the past, there are often unknown circumstances that play a part in the decision-making. Second-guessing cruiser decisions without knowing all the facts has made us look silly in the past, so we try to avoid it.



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Photography by Blake Jackson

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LETTERS

We will, however, use the Praag's case to highlight the biggest shortcoming of EPIRBs — they don't allow users to describe the nature of their emergency. So if you set off an EPIRB, people rushing to your rescue have no idea if your boat has sunk and you're in a liferaft, if you've been dismasted, if you've had a heart attack, or if you simply ran out of Jack Daniel's and think it's life-threatening if you don't get more quickly. If someone who had been in the Praags' situation had a working SSB or a satphone, they could have made other cruisers aware of their specific problem, which didn't seem to be immediately life-threatening. In such a case, we would be surprised if some fellow cruisers wouldn't have offered, once the weather settled a bit, to tow Tar Baby to shore, where arrangements could be made for her to get where she needed to go for a new mast. If we're not mistaken, the Praags lost their entire investment because of, at least in part, the limitations of EPIRBs.

↑↓ **DAD FORGETS TOPPING LIFT, MOM LOWERS BOOM**

Great September issue *Sightings* on Richmond's Tim Murison and his Island Clipper *Bolero* coming down to Southern California and doing so well in classic yacht races. I'm pretty sure that his boat is Island Clipper #10, built by Fellows & Stewart, and purchased by my father Chuck in '52. She was named *Chiron* then, and Dad sailed her without any knowledge of boating



TOM HANSEN

except what he had learned on a Liberty Ship in World War II. There weren't any sailing schools in those days.

Chuck Avery's starter boat.

I was three months old when I sailed on her for my first and last time. Apparently my father dropped the main without securing the topping lift, and the heavy boom came crashing down within inches of me as I was being held in my mother's arms. This confirmed my mother's apprehensions about sailing and the safety of her offspring under my father's command.

My father sold the Island Clipper a few years later and bought a Six Meter, a much less satisfactory offshore racer/cruiser. I finally went sailing again when I was old enough to stay out of the way. There were many other close calls on the Six Meter, but fortunately none with my mother onboard.

P.S. I gave the publisher's 'motorcycle garage' away today to Steve Rander of Schooner Creek Boat Works in Portland, who is apparently going to do something with the current owner of the 94-ft *Pyewacket* from which the 'garage' came.

Brad Avery
Newport Beach

Readers — Brad survived his father's many sailing antics to become the director of Orange Coast College's School of Sailing and Seamanship, one of the largest and perhaps most successful self-sustaining public sailing programs in the country. He's been at the school for 30 years. Located in Newport Beach, the school has dozens of boats from 14 to 80 feet, and enrolls about 3,000 students a year. Avery has done about 13 TransPacs and other races, and has also skipped the school's S&S 65 Alaskan Eagle on many offshore voyages.

The 'motorcycle garage' Avery refers to was the first 30 feet of Roy Disney's MaxZ86 Pyewacket, which was famously cut off and replaced with an eight-ft longer bow section just prior to the

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ALL BOATYARDS

BASICALLY

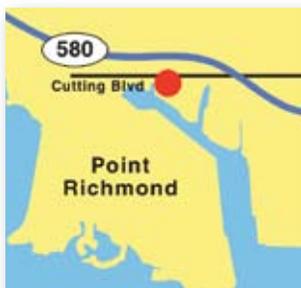
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LETTERS

'07 TransPac. We'd seen the overturned bow section, minus the deck, when we visited the school's boneyard on our KLR 650 dual sport bike two summers ago. "Dibs!" we cried, immediately



LATITUDE / RICHARD

The Wanderer's 'motorcycle garage'. We snoozed, so we loozed.

sensing the bow's potential to become the world's most high-tech motorcycle garage. While Avery initially gave unofficial approval to the idea, we were too busy to ever get around to flipping it and actually using

↑↓ MYTHS ABOUT THE HA-HA

The mistaken beliefs that some people who have never done a Ha-Ha have about that event — that it's a "drunken orgy", that the fleet leaves a "trail of devastation" along the Baja Peninsula, and that none of the participants know how to sail — reminds us of the reaction we got when we started RV-ing full time. And again 11 years ago, when we started sailing around the world. People who had done neither tried to scare us out of doing them by saying what some people are saying about the Ha-Ha. We've come to realize that the people who say things like this would actually love to do the thing they criticize, but are too afraid. So instead, they use any method they can to stop others from doing them, so they won't look so bad by comparison.

We've just sailed from Canada to San Francisco, and will be leaving here in the middle of October. Who knows, we may see the Ha-Ha fleet, as we might be in the same area about the same time.

Will & Marilyn Imanse
Shaman I, Sceptre 36
Ladner, B.C.

Will and Marilyn — We think there are a number of reasons that some people who have never done a Ha-Ha are so vocal in denigrating it. While fear might be one of them, it could also be social anxiety, feelings of superiority, or even a sense that members of the Ha-Ha fleet aren't 'real cruisers' like they are. Whatever. The thing these people should realize is that grossly



LATITUDE / ANDY

We sometimes find the Grand Poobah insufferable, too — and we're him!

mischaracterizing the Ha-Ha hasn't hurt the event at all — this year's record 196 paid entries is proof of that — but makes them look foolish in the eyes of the thousands of people who have actually done a Ha-Ha and know better.

Just to be clear, we don't have a problem with sailors who don't do the Ha-Ha for whatever reason. Some people don't do it because they've already done one and want to do the coast more slowly and thoroughly this time, others are loners by nature, a bunch probably feel the

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LETTERS

Grand Poobah is insufferable, and others don't want to do it because . . . well, they're not quite sure why. We say good on each and every one of you, and we hope you have a fabulous trip south. That, of course, goes for you, too, Will and Marilyn. May our paths cross somewhere along the way.

↑↓ ANYTHING MY WIFE WANTS

I can't buy putting used toilet paper into a plastic-lined basket next to the head. That's because my wife would have never let me buy a boat if she couldn't put toilet paper in the head. So I told her to flush away on our two charters in the British Virgins. Then we bought a boat we've kept in the British Virgins for the last eight years, and it was flush away again. In nine years, we've only had one clog, which I took care of myself.

I think our success is a result of the following:

- 1) Electric heads work the best.
- 2) Carry a spare motor for the head.
- 3) Although our boat came with a popular but less-reliable brand of electric head, I changed it out for a better brand that is more quiet and dependable. As a result, I haven't used a spare in years.

4) Flush as you go.

5) No more than four sheets of TP at a time, no more than two wads in the toilet at a time.

6) We have two heads, so if one didn't work, we'd still have the other.

On the subject of showering belowdecks, of course! Anything my wife wants. That's why I bought a boat with a separate shower stall, and replaced the hot water heater to make sure it all works well. My wife is happy to clean the shower when we return to the marina, and we've never had a mildew problem. Her happiness at having a hot shower at the end of the day? Priceless.

I don't ever want my wife to think of our sailing time as 'camping'. So as we think about a newer, larger boat, she's right there with her wish list. My problem is keeping the choices within our budget — a problem I'm happy to have.

Bruce Hamady

*Passenger, Hunter 42 / Fandago, Hunter 35.5
BVIs / Sausalito*

Bruce — Different strokes — pardon the marine head pun — for different folks. If you and your wife are happy, we're happy.

↑↓ MARINE HEADS, GOOD FOR PUMPING BILGES, TOO

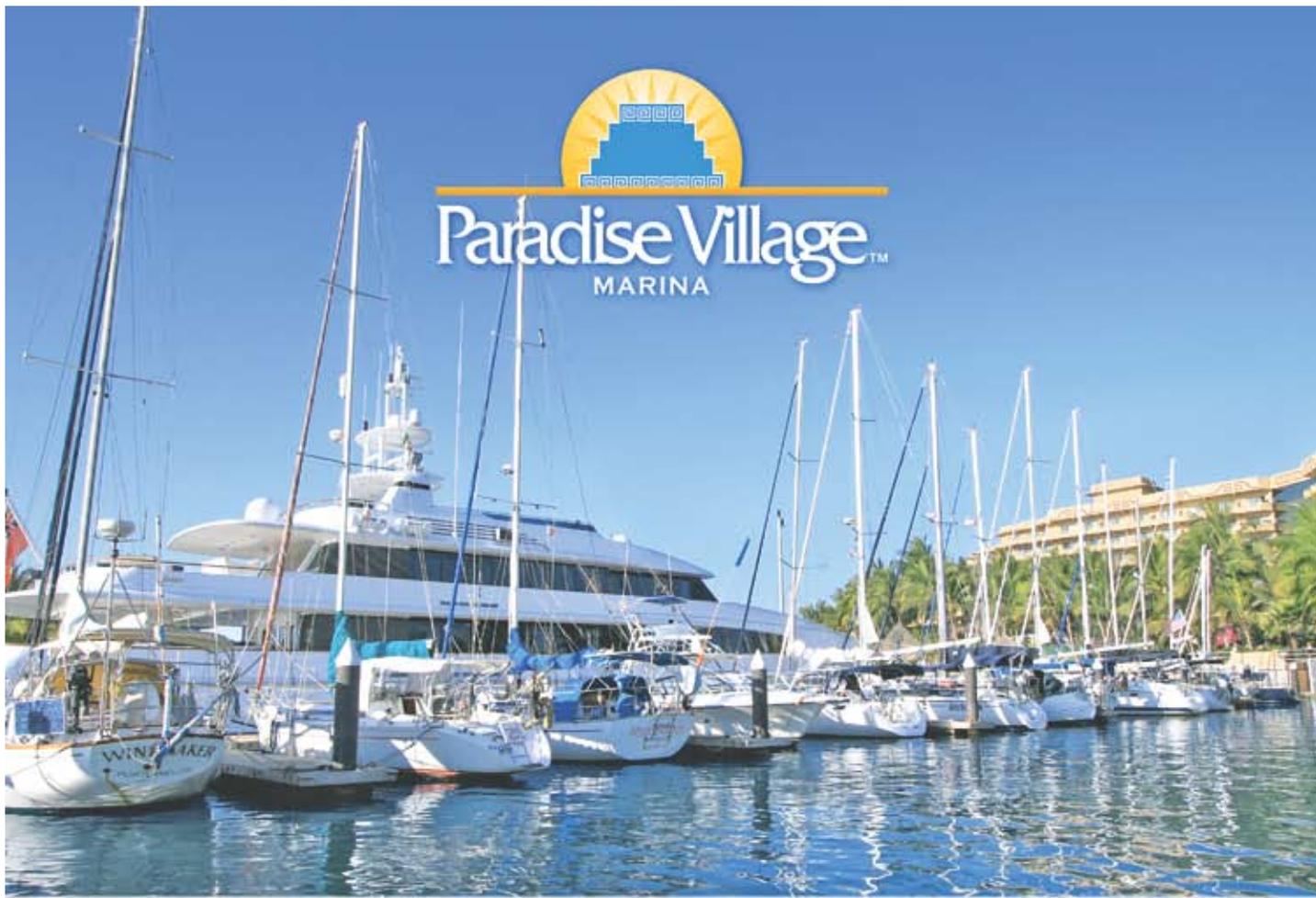
Maybe I've just been lucky, but in my 30+ years of owning my Cal 40 *Radiant*, we've never had a toilet blockage. We do have an advantage: the Wilcox-Crittenden Skipper model toilet. It's more expensive than most marine heads, but with a four-inch pump chamber, we've often joked that you could pump a chicken through it — with the feathers still attached.

Dating myself, but I did the '72 Acapulco Race aboard Burke Sawyer's Cal 32 *Atorrante*, which also had a Skipper marine head. But this had a 'Y' valve installed so it could also draw intake water from the bilge. In fact, it was the primary bilge pump on the boat, and it worked great. We were running in 20+ knots of wind most of the way to Cabo, and given that *Atorrante* was an old, wooden boat, we had to pump seriously every hour.

Fin Beven
*Radiant, Cal 40
San Pedro*



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LETTERS

Readers — Those of you who enjoy sailboat history might be thinking to yourselves, 'Cal never built a 32.' It's true that Jensen Marine, manufacturers of the Cal line of fiberglass production sailboats, never built a



FIN BEVIN

'Radiant's Skipper head was chromed, and the knob at the end of the lever is from a Corvette.

Cal 32. The Cal 32 referred to here was actually a Nick Potter-designed 46-footer, of which seven were built, all in wood. Bevin tells us that the first five were "somewhat less elegantly built" by Fellows & Stewart in San Pedro, while the last two were built at South Coast Shipyard in Costa Mesa.

"Burke Sawyer, who owned the Watts sail loft, meticulously maintained Atorrante. In fact, she had more of a 'new Dacron sail' smell than an 'old wooden boat' smell. Atorrante wasn't entered in the '75 TransPac, but sailed along with the fleet. One night halfway to Hawaii, she hit a whale and quickly sank. Her crew was rescued by Nick Frazee and his crew on Swiftsure."

⇕ SOFT FOR GENTLE SPIRITS

I would like to share a simple, clean and fresh way to handle used toilet paper on your boat. After all, disposing of used toilet paper into a plastic or paper bag to be offloaded at the end of your trip is nasty — especially if it's not your own.

The fix is simple — install a bidet onto your marine toilet. No matter what type of marine head you have, you can do it for \$50 and a length of hose.

I did it years ago on my Union 36, and it works great. Just locate the pressurized water line coming into the head, install an inline 'T' fitting, and run the hose to the bidet. The bidet's pressure can be varied with the unit's control knob. Soft for gentle spirits, hard for deep cleaning action.

When finished doing your business, you only need a small piece of tissue to dry yourself. The damp but otherwise clean toilet paper can now be tossed into the waste can. The amount of fresh water used is minimal, and, in my opinion, worth every drop.

I suggest visiting SimpleBidet.com for details. The one on my boat installed so easily and works so well that I had one installed on our master toilet at home.

Andy Smith
Tilligo, Union 36
Coyote Point Marina

⇕ IT DOESN'T HAVE TO BE LIKE CAMPING

It wasn't the September letter from Anonymous about toilets and showers on cruising boats that got under my skin as much as *Latitude's* 'it's like camping, take it or leave it' response.

I encourage the long-term sailing lifestyle because I think it's green and an amazing way to live, and fosters a deep appreciation of other people and the world around us. To me, use of toilet paper and showering are softball issues. But I would have pointed out that there are numerous marine heads that macerate toilet paper. Raritan's Crown I and Crown II Electric heads come to mind. The trick with them is to flush frequently. Other than toilet paper, which macerates and decomposes quickly and easily, nothing should be put in the



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LETTERS

head that hasn't been eaten.

With regard to showers, women prefer to take them below, while men and kids are fine in the cockpit. There is no problem with having both. Just keep a sponge handy down below to wipe down the walls and floors afterwards. That solves the mildew problem.

The real question is not whether to shower topsides or below, or to flush toilet paper or not. The real question is how much battery/charging power is needed to support one's lifestyle choices. If 'camping' is okay, the requirements are minimal. If pressure water, hot water, electric heads, a watermaker and refrigeration are preferred, those systems require more thought. Either way is fine.

If someone is a long-term cruiser, their boat is their home. Although you're traveling abroad, you're not staying in hotels or in the homes of others. You are in your own home, which can conveniently carry you across the Seven Seas to wonderful places, some of which are at the edges of the earth, others of which, like the Med, are smack in the center of civilization. You are only limited by your budget and imagination. Sailing, above all, is about making choices. I was surprised that your response was so one-sided.

Charles Paul

*Bird of Paradise, Schooner
Long Beach*

Charles — Perhaps we're wrong, but we didn't think our response was that one-sided. Anonymous asked what the toilet procedures were on *Profligate*, so we explained Doña de Mallorca's rules, and said that we "didn't have a problem with them." Then, after noting that there were other options, such as electric toilets, we wrote: "The approach to heads is usually a philosophical one. There are cruisers 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." Isn't that pretty close to what you're saying?

We admit, however, that we've been surprised at how many sailors have written to say they have, and like, their electric heads, and that in most cases the heads have been trouble-free. We'd heard quite a few complaints about these

heads in previous years — there is another in this month's *Changes from Lazy Daze* — but maybe only those who had problems thought they were worth mentioning. Anyway, we're happy for them.

As for the notion that those of us who prefer more simple boats and don't have problem with putting TP in lined waste-



LATITUDE / RICHARD

To us, there's nothing better than an outdoor shower aboard 'Profligate'.

baskets and showering outdoors are "camping," or in some other sense living a second-class lifestyle, we think that's silly. Over the years we've had occasion to shower in some spectacular places, including some showers that had a dozen nozzles for maximum sensual pleasure. But not a single one of them could begin to compare to the sheer pleasure of a bath in the warm, blue waters of the Caribbean followed by a freshwater washdown on the transom of *ti Profligate*. Besides sex and surfing down a wave at 17



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LETTERS

knots, we're not sure what could be more pleasurable than that kind of outdoor shower experience.

We are, however, going to stand by our comment that the very squeamish just might not like cruising. There's just no way around it; from time to time there are going to be some funny body smells and noises. Of course, almost any kind of traveling is not for the squeamish. You'll read in next month's Changes that Andrew Vik of Geja notes with dismay how many restaurant toilets in countries such as Greece and Italy not only don't provide toilet paper, but don't even have seats on the bowls.

⇕ CHANGE COMES — SLOWLY — TO THE ALA WAI

First, Jim and I want to thank you and the *Profligate* crew for all your efforts to make the '09 Baja Ha-Ha memorable. We had a great time! Our original plan was to winter in Mexico, but prior to leaving for Southern California we received word that after 5+ years on the waiting list, our name had come up for a slip at the Ala Wai Yacht Harbor in Honolulu. Since the policy at the Ala Wai is that you must occupy the slip within 120 days of accepting it, we changed our plans and turned west three days after completing the Ha-Ha. Our passage to Hawaii is a story in itself, but I wanted to use this opportunity to update you on the changes going on here at the Ala Wai.

First, the docks. Some time in '08, F Dock was replaced with new floating docks. In '09 — and just in time for the TransPac — A, B and C docks were replaced with floating docks. Most of these slips are now occupied by what must be considered 'appropriate vessels' — sail and power boats that actually leave the harbor and are used for their intended purposes.

It's true that there are still problems with docks — especially as you move seaward from the 600 Row of slips. I don't know what the plans are for these deteriorating slips, but for now we love our spot. In fact, we can park a car right in front of our berth!

Second, the derelict boats. There still are a few, but far fewer than in years past. Starting in fall '09, renewing a mooring permit requires three things annually: A Coast Guard inspection; proof of a \$300K liability policy naming the Ala Wai as co-insured; and a buoy test that proves a boat can move under her own power to the entrance buoy and back. Needless to say the 'garages' of years past are gone.

Third, the slip fees. While the Ala Wai rates are still below the market rate for the mainland, after a great deal of turmoil, they are going up and should reach parity with other public marinas within a few years.

Fourth, the staff and facilities. We've never been treated with anything but respect and consideration at the Harbor-master's Office. They have a difficult job, and I think they do it well. We occasionally have friends sailing in from the mainland who get all in an uproar over this or that rule, but we mention that a positive attitude and the loss of the 'chip on your shoulder' go a long way in most places, in Hawaii as well as Mexico.

As for the buildings, no design awards for sure, but they are clean and maintained. In addition, over the last several years a major clean-up of the Ala Wai Canal has been accomplished, and as a result the marina is no longer filled with debris. I still wouldn't swim here, but the difference over several years ago is remarkable.

Fifth, future development. There's a lot happening around here, although we are not keeping up with the possibilities or the politics. When we are here, we go sailing — we just completed the Lahaina Return over Labor Day weekend — or



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Ushuaia - S. Georgia - Buenos Aires . . .	Feb 4 - Mar 7, 2011
Buenos Aires - Rio de Janeiro	Mar 14 - Mar 28, 2011
Rio - Antigua	Apr 1 - Apr 29, 2011
Antigua - Panama	May 3 - May 20, 2011



LETTERS

work on the boat, just enjoying being in our own slip at the Ala Wai where we can walk to just about everything and bike to the rest. The small boatyard under the bridge is closed, and there has been talk of commercial use such as a wedding chapel. I know there are efforts to bring commercial boating activity into the harbor. I know the Waikiki and Hawaii YCs are working hard to make sure that no matter what development takes place, they will still have priority use of the turning basin for small craft and their youth sailing programs. The Magic Island Fuel Dock is indeed a little bit Robert Louis Stevenson with the birds, cats, local grinds, and general laid back, aloha vibe. We'd hate to see that upgraded.

So maybe it's time for a visit. There's still a long way to go, but the Ala Wai is not the place you remember.

Diana Freeland
Prufrock, SC52

Ala Wai Marina, Honolulu

Diana — Thank you very much for the kind words. We're delighted you're enjoying your boat's new digs at the Ala Wai, and while we know there have been a few improvements, the pace of change has been glacial. And there is no certainty that it will continue. After all, taking 35 years to replace just some of the dilapidated docks at what should be one of the world's great marinas is preposterous. Remember, we're talking about a marina that has been running a hefty surplus all along, despite ridiculously low slip fees. Yet it once had to condemn a large number of income-generating slips because it allowed them to literally fall apart. Why shouldn't taxpayers and boatowners demand basic competence in marina management?

Based on reports from others who have just been to the Ala Wai, we're not sure that much has changed. As Pete and Susan Wolcott of Kiapa reported in last month's Letters, when they arrived at the Ala Wai, nobody at the Harbormaster's Office answered their five phone calls between 12:30 and 3 p.m. on a Saturday afternoon — in an office that wasn't going to open again until the following Tuesday. But as soon as they tied up at the Loading Dock — where they report the water is still littered with engine intake-clogging plastic bags — both the Harbormaster and his assistant where there in a flash to tell them they had to leave. If that ain't classic Ala Wai marina management, we don't know what is.

Here's another: A few years ago we stopped at the Harbormaster's Office, identified ourselves, and asked for a copy of the harbor's slip rates. The woman at the counter said she couldn't give that information to us, and that it would have to come from the Harbormaster. That seemed a little strange. About five minutes later, the Harbormaster came out and — we're not making this up — told us we'd have to get that public information from the official spokesperson for the Department of Land and Natural Resources, a state employee who wasn't going to return from vacation for a week or two.

The question is whether a private marina operator could have done a much better job of running the Ala Wai for taxpayers and boatowners than the State of Hawaii. When the Wolcotts went over to the newly privatized marina at Kewalo Basin, they had a good opportunity to make a comparison. Their conclusion? "The new team from Almar 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!"

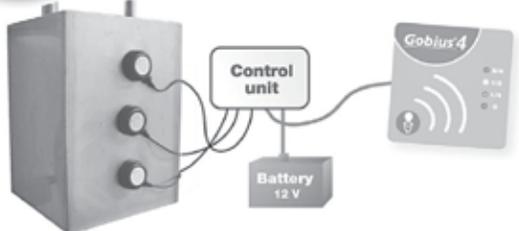
What a concept, indeed.

Mind you, Pete and Susan are not whingers and don't have



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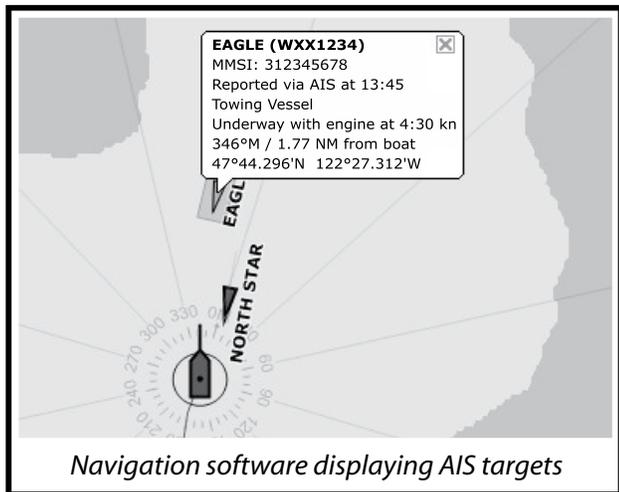
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LETTERS

a chip on their shoulders. They've cruised the Pacific in their Farr 44, and in their Santa Cruz 52 Kiapa, and this summer they cruised Mexico and Hawaii with their M&M 52 cat Kiapa. They know the drill of dealing with officials and harbor masters from Acapulco to Auckland, from Hong Kong to Hanalei Bay. And they both even did summer stints at Two Harbors, Pete as a harbor patrolman in Cat Harbor and Sue in the office at Two Harbors. So they're familiar with marina management from both sides of the counter.

But, as we say, we're thrilled that you like your boat's new home, and we're glad that there has been at least some progress at the ever-ailing Ala Wai.

Next month we'll have a letter providing a unique historical perspective on the Ala Wai by a fellow who was commodore of the Honolulu YC 55 years ago and commodore of the Hawaii YC 40 years ago.

↑↓ 'AS LONG AS MARRIAGE WAS FUN'

I'm a writer looking to do a black comedy noir about an 'as long as it's fun' personal ad. The rough plot would be a man seeks a sailing partner, finds her, and falls in love. But it turns into an insurance scam orchestrated by the woman's real-life husband. She becomes torn, however, as she falls for the cruising life and the man she sailed with, and decides she doesn't necessarily want to kill him.

Do you know of any stories like this? I remember a letter in *Latitude* where a new couple's relationship fell apart in Mexico when the man started drinking again, and he pushed the woman in the water, telling her to "cool off."

Would *Letters* be a good place to start fishing for real-life coloring for such an endeavor? I have a pretty good idea of my story, but would love to have authentic coloring.

P.S. I've enjoyed *Latitude* for many, many years.

Josh Gardner
Camden, ME

Josh — Sounds as if you're working on a nautical version of *Double Indemnity*, Billy Wilder's brilliant film noir from '44 that starred the sultry Barbara Stanwyck, who was willing to have her husband murdered for money; the lustful Fred McMurray, who was seduced into doing the dirty deed on a train; and the shrewd Edward G. Robinson, the insurance investigator who broke the case. And you somehow want to try to meld it with aspects of Stanley Kubrick's equally brilliant '64 black comedy *Dr. Strangelove*, in which Peter Sellers starred in three roles, and in which the prospect of the destruction of all humanity



MATT DILLON

Denise did the wild thing in the pool with Neve in *'Wild Things'*. Shocking.

was made hilarious by the fact that the very safeguards designed to prevent nuclear holocaust become the cause of it. A black comedy noir? Sounds like you've got your work cut out for you.

We like your plot in the sense that the main crime is an insurance scam rather than another horrific murder of a child, which seems so common these days. Why can't authors come up with more intelligent villainy? While we know that boats have been scuttled for insurance money in Mexico, and there have been rocky relationships on cruising

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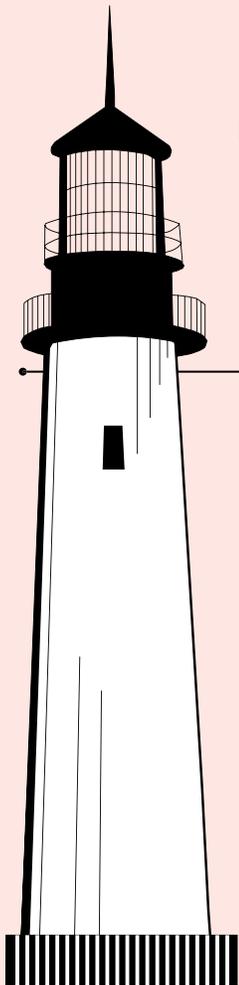


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LETTERS

boats, we're not aware of any insurance scams that led to love triangles and resulted in conflicted feelings about murder. Of course, there is a lot we don't know about what happens in the cruising world. On the other hand, if you hang around cruisers in Mexico long enough, there will be no shortage of unusual characters and wacky incidents to inspire colorful background for your work.

Another movie to add to your research is *Wild Things*, John McNaughton's terrific '98 movie starring Kevin Bacon, Matt Dillon, Neve Campbell, Denise Richards — and Bill Murray in one of the all-time great cameos. It's about a high school counselor/sailing instructor who gets accused of rape by a manipulative, rich, sex-bomb student and her trailer-trash goth girlfriend, and comes complete with great suspense, plot twists, and a stimulating lesbo scene featuring Campbell and Richards, and includes a murder by 'booming' on an Irwin 65 ketch with a woman at the helm. Well done, everyone!

↑↓ "WHAT A COMPLETE NUT-BAG"

Publishing that wacky diatribe by Norm Goldie in the October 8 edition of *Lectronic Latitude* is the most damaging thing you could have done to him. What a complete nut-bag! I loved the part where he calls you names, then says he wants to "re-establish his friendship" with *Latitude*.

Dan Weyant
The Shark, Sonoma 30
Waikiki YC, Honolulu, HI

Dan — We've had a bunch of anti-Norm letters that we haven't run because it would have seemed like flogging a dead horse. But then Norm decided to start the season by insisting we publish his long and rambling letter — and exactly as he wrote it. We warned him not to do it to himself. "In all honesty, your letter presents you in a very unfavorable, not favorable, light. You sound angry, full of yourself, and looking for a fight." But Norm, being Norm, insisted, saying that he has "big shoulders."

Norm's letter can be read at www.latitude38.com. So having given Norm his shot for the year, we're now printing a selection of readers' responses — every single one of which received by deadline was negative.

↑↓ TRUST, BUT VERIFY

When *Latitude* asked Norm Goldie for some kind of documentation to verify his suspicious claim that he's an official representative of the Mexican government, the American's reply was right out of the great Humphrey Bogart Mexican movie *Treasure of the Sierra Madre*. "Badges? What badges? We don't have to show you no stinkin' badges!" I almost wet my pants.

Cathy Anson
Fairfield

↑↓ SEEMS SUSPICIOUS

In his letter in *Lectronic*, Norm Goldie claims that he is very proud to have "personally saved the lives of numerous hundreds of fishermen and boaters." If he could provide *Latitude* with the names of just the first 100, I would be inclined to put more credence in his other claims.

Jason Watson
X-It, Cal 25
Alameda

↑↓ NOW THAT HURT!

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J/80 World Championship — 1st, 2nd, 6th

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Melges 32 US Nationals — 1st

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Snipe North Americans — 1st

Snipe US Nationals — 1st, 3rd, 5th, 6th

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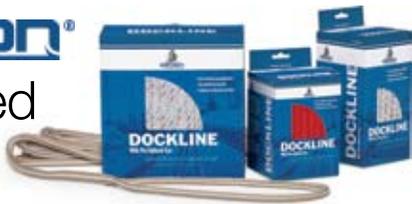
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LETTERS

Latitude's distribution strategy. But now, after reading Norm Goldie's whistle-blowing missive, I learn that the publisher of *Latitude* has apparently aged to resemble Rosie O'Donnell — and spews misinformation at a rate that can only be matched by our favorite politicians. I guess we were misinformed.

Geoff Eisenberg
CEO, West Marine
Watsonville

Geoff — Rosie O'Donnell. Ouch!

↑↓ "I ENJOY MEETING CONTROVERSIAL PEOPLE"

When I approached San Blas from Isla Isabella, conditions for entering the estuary at San Blas weren't safe, so I continued a couple of miles down the coast and dropped the hook at Matanchen Bay. Since I enjoy meeting interesting and sometimes controversial people, I figured that I would give Norm Goldie the benefit of the doubt.

When I got on the net the next morning, I listened to the way Norm spoke to cruisers. 'Overbearing' was the first adjective that came to my mind. As I continued to listen over the next few days, and during my next visit, my opinion of Norm continued to plummet. The most striking thing was that Norm is apparently unable to accept the fact that some cruisers just don't want his help.

Because Norm was almost ubiquitous on the radio in San Blas and Matanchen Bay, I formed the impression that it would be very difficult to visit San Blas without coming into contact with him. Believing that no good could come from my meeting Norm Goldie, I've twice now avoided San Blas. There are too many other beautiful places in Mexico to waste time at one spoiled by someone like him.

Glenn Twitchell
Beach Access, Lagoon 380
Newport Beach

↑↓ PLEASE DON'T AVOID WONDERFUL SAN BLAS

Wow! Based on his letter in *Lectronic*, Norm Goldie is nuts. Most likely dangerous. I will avoid San Blas. Thanks for the heads up.

Liam Wald
Itzayana,
Beneteau 331
Santa Cruz



LATITUDE / RICHARD

In San Blas, you can moor at the new Singlar marina or anchor out across the estuary.

the no-see-ums in the morning and late afternoon, San Blas is a wonderful historic place, the locals are great, and there's terrific surf just outside town. As for Norm, he's all bluster. If you don't want his help, tell him that nicely but firmly. If he continues to annoy you, report him to the Port Captain and Department of Tourism. You won't be the first.

↑↓ "RICH WAS DEVASTATED"

I have been cruising Mexico for the last three years, and also cruised Mexico in '98. I have dealt with Norm each of those years. I met Rich Boren of *Third Day* in San Blas two



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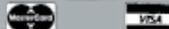
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— Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

years ago. When I told him I prefer to not deal with Norm, Boren defended him. Boren told me that too many people malign Norm, and that Norm was trying to do good for the San Blas area.

I bumped into Boren last year, and he was devastated by the way Norm treated him. Rich said it all started when he was guiding a good cruising friend into the estuary at San Blas. Goldie went ballistic, apparently thinking that Boren was trying to cut him out of the loop.

When I entered the San Blas estuary three years ago, Norm wanted a donation so he could upgrade his handheld VHF. After reading Norm's post on *Lectronic*, I truly believe Norm needs the kind of help only a doctor could provide.

Phil Perkins
 Mannasea, Piver 36AA
 San Diego / Guaymas, Mexico

↑↓ RICH BOREN RESPONDS

Despite the negative comments about me by Norm Goldie, the crew of *Third Day* wish Capt. Norm and his wife Jan all the best — something we have communicated to them both in person and in writing. If our enthusiastic approach to passing on information to both our friends and fellow cruisers has caused Norm heartburn and potentially taken away tips he hoped to earn for his advice, we're sorry about it.

That said, San Blas was our hands-down favorite destination in Mexico during our last two seasons of cruising, and it would be a shame for cruisers skip San Blas. Despite the bugs that have rightly given the town the nickname of 'Bug Blas', and Capt. Norm's unfortunate and misplaced anger toward us, we are looking forward to returning to the flat calm estuary anchorage that provides an easy walk to some of Mexico's best and lowest priced taco stands.

For those cruisers who are interested, you can download the *San Blas Cruisers Guide*, which was put together by a group of cruisers to help others best appreciate the great town of San Blas, directly from *Latitude's* site at www.latitude38.com/features/sanblasguide.html. The guide does contain a Google satellite photo of the estuary entrance with over-laid GPS waypoints, but since the guide was put together as a non-commercial, promotional project, and proper credit was given to the good folks at Google Earth, there's no need to worry about being caught with a pirated map if you're boarded by the Mexican Navy.

Rich Boren & Family
Third Day, Hudson 51
 Morro Bay / Mexico

Richard — As we're sure you and the others who put the guide together will agree — and perhaps as noted in the guide itself — Google satellite images are good for giving overall views of an estuary entrance or anchorage, but because they are not real-time, they can be misleading in the case of the location and depth of things such as shoals and bars. That being the case, the satellite images are just one of many tools in the navigator's arsenal, and their limitations have to be understood and heeded. As in the case of all bars, when in doubt, don't cross. And even when conditions look pretty good, it pays to observe for 15 minutes before making your move. But we know that you know all this.

You seem to have missed Goldie's point about satellite images. He doesn't care about copyrights, he wants people to think they can't be used so people would be more inclined to use his services.

By the way, Toast Conger of the Seattle-based Don Quixote

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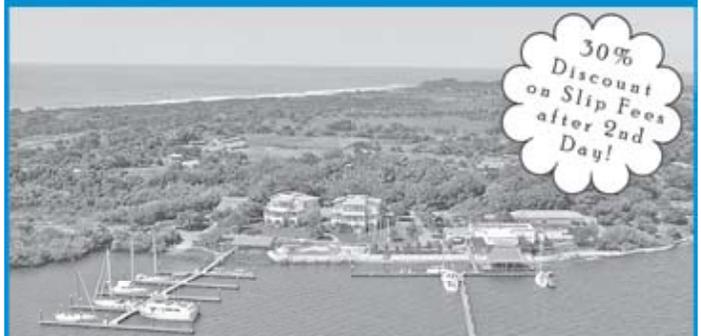
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LETTERS

— currently in New Zealand but getting ready to do the Puddle Jump next spring — is jealous of both of us. It's not penis envy or anything like that. She says she's thinking of changing her first name to Richard, as only people with the first name Richard — you and the publisher of this magazine — were singled out for a full paragraph of Norm's wrath. Toast feels diminished by not getting her own paragraph.

↑↓ DAVE BENJAMIN RESPONDS

I got a chuckle out of Norm's rants, but since I was personally attacked, I'd like to issue a brief rebuttal. Goldie claims Jane and I were only in San Blas for a few days, but we stayed in Matanchen Bay and the San Blas Estuary from January 9 until February 4. I never stated that Goldie "stole donated funds," but we have been quick to point out over the radio that the money he gets from his guiding boats into the estuary are used for his living expenses.

I'm mostly saddened to read Norm's vicious attack on Rich Boren of *Third Day*. Anyone who knows Rich will quickly realize how untrue such accusations are. On many occasions, Rich has gone out of his way to help fellow cruisers — and out of the goodness of his heart, not for money. For example, one day Rich was using his scuba gear to clean the bottom of his boat. When he finished, he generously offered to help us clean the bottom of our 52-footer, knowing we had no scuba gear at the time. Rich later refused any compensation, even though he had to spend money to refill his scuba tanks.

Rich and a bunch of other cruisers spent a lot of time putting together a free cruising guide/town map for cruisers that would follow in their path. People found it to be a much better guide than Norm's guide, one he was charging for.

Goldie continues to make allegations that Americans are working illegally and stealing jobs from locals. I know some of the people he's accused of doing this. They were simply good-hearted cruisers helping other cruisers. For instance, one of those gentlemen gave us a demodulator and software package, and refused anything in return. This cruiser didn't limit his help to cruisers, as he spent part of his time helping one of the locals repair his boat.

Jean and I sent the following letter — in Spanish — to the port captain, tourism officials, and the Governor of Nayarit:

"We have been in San Blas for nearly three weeks. Our time here has been a delight. We have met so many warm



ARJAN BOK

Norm, still learning how to win friends and influence people.

and accommodating San Blasenos while visiting the town. We visited the fascinating historically significant Contaduria, and learned a lot about local and Mexican history. The jungle tour gave us the opportunity to see wildlife and birds we have never seen before. The Municipal Mercado and several other stores have provided all the groceries we needed. We feel very fortunate to be here during the migratory bird festival, and have enjoyed some of the cultural activities surrounding the event. We are encouraging our friends and family to visit San Blas by sharing our experiences on the internet. San Blas has been our favorite cruising destination in Mexico.

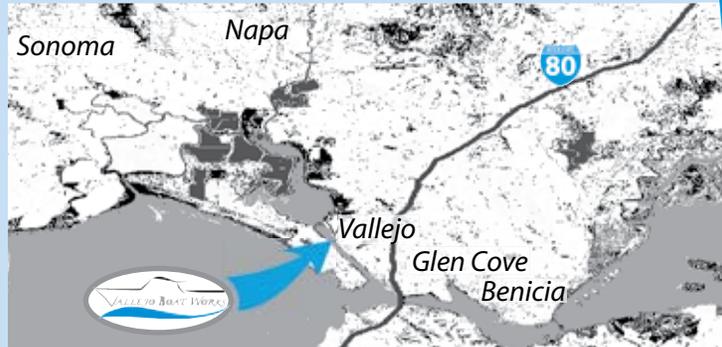
"Sadly, the only negative experience we have had involves another American, Capt. Norman Goldie. While Capt. Goldie purports to help visiting cruisers and fishermen, we believe he is mainly interested in making money for himself and re-

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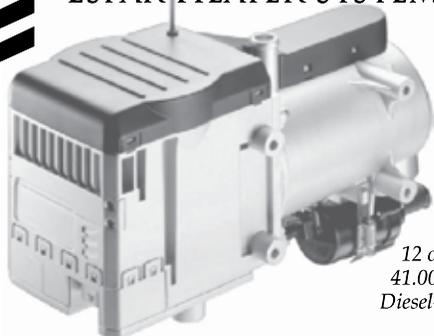
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LETTERS

stricting the free flow of information between visiting cruisers. Before we entered the estuary, we received excellent advice over the radio from a knowledgeable fellow cruiser. Capt. Goldie verbally abused the cruiser on the radio for sharing his knowledge rather than referring us to him so he could collect \$20 for arranging a *panga* to guide us in. It should be noted that there is a long-time tradition in the cruising community of sailors helping fellow sailors without expectation of compensation.

"We listened to Capt. Goldie threaten and harass cruisers on the radio on a near-daily basis during our stay. We know of other cruisers who have chosen not to visit San Blas due to the actions of Capt. Goldie, which is truly a shame.

"Capt. Goldie has made repeated claims on the radio that he has been asked by 'two governmental agencies' to provide services to 'visiting cruisers and fishermen.' If this is true, perhaps these arrangements should be reconsidered."

Dave Benjamin

Exit Strategy, Amel Maramu
San Francisco

Readers — Now that everyone from Norm, to Latitude, to the readers, have had their say, we're done with this topic. At least for this year, but hopefully for good.

↑↓ NUKU HIVA HOSPITALS BEAT U.S. HOSPITALS

I'd like to share my experience regarding health care while cruising. Upon arriving at Nuku Hiva as part of the '07 Puddle Jump, we had several staph-related infections on our skin, and we think we may have picked them up in Mexico. Staph and other infections are not uncommon in tropical environments and, in most cases, can be treated effectively.

Prior to leaving the States, we'd purchased a quality medical kit. We paid \$1,300 for the medicines alone. We used some of the antibiotics from our kit while en route. However, we still had staph sores on our legs when we arrived Nuku Hiva, so we immediately went to the hospital. As we've told many others at cruiser get-togethers ever since, it turned out to be a life-changing experience.

Despite the fact that we are Americans and not members of the European Union, we were seen immediately without any



COURTESY MIST

Susan was pleasantly surprised by the \$180 medical bill she got in Nuku Hiva.

questions, and we were treated with kindness and concern. I had to have surgery to remove one of the infections, as it had gotten deep and painful. Without wasting a moment of time, I was whisked off to surgery! I was amazed at the state-of-the-art facilities, and the competent and kind surgeon and anesthesiologist. The surgical room had a view of the most beautiful tropical garden.

After surgery, I was placed in a recovery room and served the most delicious and healthful meal — a flavorful curry, fluffy couscous, fresh tropical fruit, and melon. When I was finished with this delicious meal, I was asked if I wanted more! Once released from the hospital, I returned every day for a week, when they would change my bandages. They also supplied me with several boxes of antibiotics and dressings.

When I finally asked for the bill — I have health insurance

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back in the U.S. — I was obviously nervous at having gotten all this first-class treatment. Would it eat up most of my cruising kitty? Well, get this: The bill for my surgery, medications, and a week's worth of aftercare came to a whopping \$180 U.S.! Just \$180. In the States it would have cost at least \$2,000 and probably \$5,000 — and that wouldn't have included the medications.

But that's not the end of the story. While I was back in the States for a few months, I got a skin infection similar to the one I had battled in the South Pacific. I walked into the emergency room of a well-known hospital in the United States, and was left sitting for five hours. I was finally shown to a room, where I waited for another three hours without a doctor's ever coming to see me. I finally walked out of the hospital after nine hours — and was later charged \$800 for "treatment." Fortunately, I eventually found a doctor in another hospital — a friend of a friend — who would see me. I was treated and have been fine ever since.

I'm back in the tropics on my sailboat again, and am happy to be able to report that I haven't had any health issues since. I still carry my own medical kit onboard for emergencies at sea; however, I'm now aware that the treatment many of us 'out cruising' would get if we needed it would be far beyond our expectations. My belief has been reinforced time and time again in discussions with other cruisers.

So yes, there are excellent facilities and treatment available in many of the most unexpected corners of our globe. I know from personal experience.

Susan Travers
Mist, Cape George 40
San Francisco / Currently in Hawaii

Readers — While there certainly are exceptions, many long-term cruisers have told us that the last place they would want to need medical care is the United States. One issue is cost. A woman doing this year's Ha-Ha told us that her late mother, who was in her 90s at the time, had to be hospitalized for 10 days to get her electrolyte levels back to normal. The tab for 10 days — and there was no surgery or complicated treatment involved — came to \$250,000. And no, that's not a typo. The other big issue with medical care in the United States is access. Who doesn't have shocking tales of hours spent untreated in U.S. emergency rooms, or needing weeks, if not months, to get an appointment with an appropriate doctor? It's pathetic and disgraceful.

↑↓SO DO FRANCE'S

On the first day of a month-long stay in France, my wife Leslie, who was wearing lightweight sandals, broke a bone in her foot by accidentally kicking the rear wheel of a cart she was pushing. So we have some insight on healthcare costs in France.

The office visit with a village physician — no appointment necessary — cost \$30. Leslie was referred to an x-ray clinic — again, no appointment necessary — where the x-rays were taken, a physician interpreted the result, and he consulted with her to discuss options. That cost \$42. As she was diagnosed with a hairline break, she returned to the first physician for a telephone conference with an orthopedic specialist — at no charge. She purchased a special shoe and wraps at a local pharmacy for \$73.

So the total cost was about \$145. Everyone in the system apologized that we had to pay "so much money." The time Leslie walked into the first doctor's waiting room until the whole affair was over was 2.5 hours.



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LETTERS

This was not the first time that we've used the French health-care system, and I could go on. But, you get the picture.

Ron Sherwin
Manouche, Tartan 4100
Monterey

Ron — Like almost everybody else in this country, we certainly do get the picture. And it's not a pretty one.

↑↓ DO YOUR HOMEWORK NO MATTER WHERE YOU ARE

I read *Latitude's* piece and letters from readers about much lower health and dental care costs south of the border. While I agree that health care costs north of the border have gotten completely out of control, I would suggest some caveats. I speak as an oral and maxillofacial surgeon who has made five trips to Guatemala to provide my services.

My observations are that many of the practitioners in the region are well-trained and competent. But if I were in the area and needed care, I would definitely look for someone who had trained in the States. I also think that primary health care would more likely result in similar results south of the border as in the States. Surgical procedures might be a little more risky. I routinely see Americans in my stateside practice who received care south of the border and who have experienced complications or gotten substandard treatment. So all is not perfect — nor is it all perfect in the States!

I guess what I'm saying is that folks should be careful, try to research the doctor or dentist, and be careful if something seems to be 'too good to be true'.

Kipp Hammon, DMD
Snowflake, Island Packet 440
Eugene, OR / St. Thomas, USVI

Kipp — We think all of your suggestions make good sense. The other thing to remember is that in Mexico — and we suspect many other Third World countries — there are often different levels of health care. For example, when Eric Sorensen of the Half Moon Bay-based Ericson 29 *Nanu* was rushed ashore at 3 a.m. in need of emergency medical care near Manzanillo, he and his lady Rachael were told there were two hospitals. One hospital was very inexpensive, but didn't give very good care. The other cost more money, but offered much better doctors and facilities. They opted for the latter, which still cost a fraction of what it would have cost Eric for treatment in the States. As is the case everywhere else in the world, the bigger the city and the more money you've got, the better the care that's available.

↑↓ LOOKING FOR ONLINE FEEDBACK

I'm hoping to take a year off some time in the next few years to go cruising, and maybe even do the Puddle Jump. I'm wondering if there are cruiser forums/e-groups/discussion lists that you might recommend. I'm thinking of places where they discuss boats, equipment, books, resources, destinations and other issues of concern to cruising sailors. I have many friends who sail, but hardly any who have done long distance cruising, and I would very much like to learn, share, and ask among like-minded folks.

An immediate specific question I have is to invite thoughts on a Challenger 40 being a suitable boat to both live aboard during the outfitting/preparation phase, and also to be a safe enough boat for bluewater sailing, some of which will likely be singlehanded.

When I was younger and crazier, I sailed an Irwin 28 from Burlington, Vermont to St. John, U.S. Virgin Islands and back,

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LETTERS

so I have a few miles under my belt. But I spent most of that time in varying degrees of fear, as the boat — according to 8 out of the 10 sailors who knew more than me — was a bad choice to take offshore, especially as a singlehander with no offshore experience. But I lived to tell the tale.

Now I'm older, richer — at least a little bit — and feeling ready to have another go at the deep ocean and far away places, and to follow the calling of the sea. But I'd love to find some cruising community. Alas, my work does not, at least this year, allow me to crew for the Ha-Ha.

Jan Passion
East Bay

Jan — *It's unfortunate that you can't do a Ha-Ha, because with the stops at Turtle Bay, Bahia Santa Maria, and Cabo San Lucas, you'd not only get to see about 175 different cruising boats in cruising mode in one place at one time, but you'd also get countless opportunities to talk with the owners, most of whom would be glad to give you a quick tour and evaluation of their boat. We can't think of another 'used boat show' quite like it.*

We don't like to be critical, but some of the 'cruising forums' have posters who don't have any idea what they are talking about. This is particularly true when somebody asks if 'Boat X' would be a good bluewater cruiser. One poster on such a forum wrote in and said, "Well, I checked on another forum, and some people there said X would be 'pretty good.'" It's nice that the person wants to be helpful, but "pretty good" is no help at all.

Then you get the self-appointed 'experts', for whom the rule seems to be 'the less you know, the more you pontificate'. Recently we looked up some posts about whether a Beneteau 473 would be a good boat for a circumnavigation. There were all kinds of opinions by people who, of course, had never seen, let alone sailed on, a 473 before. It's sort of like a guy who had never seen Lady Gaga telling everybody else what it would be like to have sex with her — assuming, of course, she was still having sex. And there was one guy who said he would highly recommend adding running backstays to the 473 rig. We're talking about a Grupo Finot design that sports only a moderately tall double spreader rig — with swept-back spreaders! It would be like Homer Simpson saying that Leonardo da Vinci should have put a third nipple on his statue of David.

Nonetheless, we've got four sites to recommend to you, three of them being Yahoo Groups (groups.yahoo.com). The first is the Southbound Group, where most of the postings are by people who are in the process of sailing south or have sailed south. That being the case, they actually have factual information or have formed opinions based on firsthand experience. Imagine that! The same is true for the Pacific Puddle Jump Group. You might also check out Cruisers Network Online Group. Finally, there is Noonsite.com, which was started by our old friend Jimmy Cornell, who also started the Atlantic Rally for Cruisers, the granddaddy of all cruising rallies.

The 'what boat' question is a tricky one, because it's too much like asking what kind of woman a man should marry. So much depends on your subjective tastes, and what you hope to do. Take the Challenger 40. This is one of the heavier and stronger Southern California boats of the '70s, and at least one has done a circumnavigation. While this boat can go anywhere you want, there are two issues. First, the interior is pretty big, but the cockpit is pretty small. That is generally not what people like in the tropics. Second, she's a heavy design with a relatively short rig, which explains her PHRF rating of 192 — quite slow for a boat of her length. A lot of sailors might prefer a Cal 40, which has a small interior, a large cockpit, and

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November 18 - Simple Meals on Board, Dinner and Discussion @ GGYC (6 - 9pm)

November 20 - Refresher Course (9am - 4pm)

December 4 - MSC Race Team participates in GGYC Mid Winter #1

December 4 - Club Sail & Chili (10am - 4pm)

December 16 - Annual Member Party @ GGYC (6 - 10pm)

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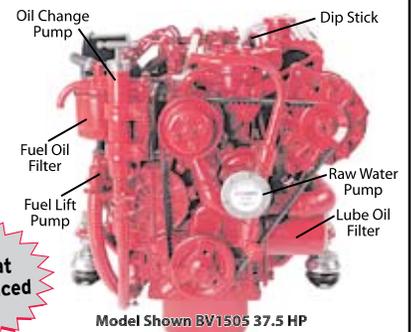
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LETTERS

rates a minute per mile faster — which is a lot faster. But once again, it's all personal preference. We know one guy from San Francisco who has sailed his Challenger 40 from San Francisco to the Eastern Caribbean twice, and absolutely loved living on the hook there.

It would also help a great deal if you knew whether you wanted to go farther south than Panama or do the Puddle Jump to the South Pacific. If you're just going to do coastal stuff, can only take off a year, and don't want to spend a lot of money on a boat, you could have a grand time on one of the ubiquitous Catalina 30s. In fact, if you didn't load her down with tons of gear, she'd probably sail as fast as or faster than most 35- to 40-ft cruising boats — including the Challenger 40. But if you want to take all that gear, and do a Puddle Jump, you'd be better off with the Challenger — or another, perhaps faster, late '70s racer/cruiser.

We also want to remind you that the sailor is always more important than the boat. If you look at our list of West Coast circumnavigators, you'll see that folks went around in just about every kind of boat that could float, many of them no bigger than your old Irwin.

↑↓ HOW DO YOU SPELL 'RELIEF'?

I can't tell you how relieved I was to see a gay couple in the September issue of *Latitude*. But can you answer a couple of questions for me? First, how acceptable are gay couples in Mexico? Second, how about on the Puddle Jump?

I'd also like to thank you for the information on what to do with toilet paper in the head. Do you have any more delicate but necessary subjects to touch on?

Lastly, is there any good source for studying the 'cons' of buying a cat? I obviously don't have any internet access where I am, so do you have any suggestions where I should go and what I should read?

P.S. Thanks for all your effort, I love the magazine.

Sean Bradley

ex-Bel Ami, 30-ft custom sloop

Currently in Chuckawalla Valley State Prison

Sean — Thanks for the kind words and all the puns. Our favorite is the one about a guy in prison asking if there are any 'cons' in buying a cat. Only if they are buying the cat with stolen money, we suppose. As for where to go to read more about cats, we guess you're looking for a wisecrack along the lines of, 'Go straight, and once out of prison head to a marine bookstore.'



**Probably a Tahitian woman
... but you can't be sure
from a distance.**

But seriously, there have been a number of gay couples in *Latitude* over the years, but either nobody noticed or nobody cared. As for Mexico, the LGBT community has gained a lot of rights in the last 10 years. In fact, they have more rights than does the LGBT community here in the States. For example, in '03 it became a federal crime in Mexico to discriminate against anyone on the basis of their sexual orientation, and earlier this year it became legal for same-sex couples to marry and to adopt children. Pretty interesting for such a macho and Catholic country, no?

Of course, just because LGBT rights are recognized by law doesn't mean that they are necessarily recognized by all of Mexican society. But to be honest, we have no insight into the dynamic between straights and gays, other than to know every

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LETTERS

decent-sized Mexican city seems to have a gay community. And who can forget the two big transvestites who used to run the beauty salon in dusty Turtle Bay about 10 years ago? Nobody seemed to care about them either. But again, we really don't know anything about that aspect of life in Mexico.

As for the Puddle Jump, we suppose that a few participants may harbor an inherent dislike for anyone who isn't straight, but since everybody is 'in the same boat' at sea, people are usually judged by their character rather than by their sexual orientation.

Of course, once you get to French Polynesia, everything changes, as the rae rae — meaning cross-dressers, drag queens, female impersonators, and transsexuals — are widely accepted and hold many respected jobs, particularly in the service industry. The biggest problem for a lot of single straight guy cruisers arriving in Tahiti is that so many of the best looking women are actually guys.

THE LAW OF THE JUNGLE PREVAILS

The Fleet Week '10 Air Show over San Francisco Bay was great! The boaters who came out to watch it were not!

I've been sailing on San Francisco Bay for over 15 years, and before that grew up boating on Lake Michigan. I look forward to Fleet Week each year, so this year my wife and I left Marina Bay Yacht Harbor to get a good viewing spot by Alcatraz. While on the way over, I monitored VHF 16, as any good mariner should. The radio traffic gave a hint of what kind of day it was going to be.

Right off the bat, I heard a person hailing the Coast Guard over and over again asking about the security zone that was set up for the parade of ships and the air show. In about 30 minutes, over 15 others called the Coast Guard asking for the same information — even though the Coast Guard repeated the answer five or six times. With each request, the Coasties told the person calling to switch to VHF 22 for the information rather than taking up time on VHF 16, the hailing channel. I know some of the people had just turned on their radios and had not have gotten the announcement, but if they would have waited a few minutes, they would have heard the Coasties give the information. While this was going on, I heard two *maydays*, one from a sailboat that had lost a crewmember overboard, and another where a boat had lost her motors and was drifting toward the rocks by Angel Island. There was also a *pan pan* call.

Then I heard something on 16 that blew me away. Somebody got on and called another boater an "asshole" and demanded to know if he was going to pay for the damage that had just been done to his boat. The conversation between the two upset boaters went on for a few minutes, and finally there was a request for a Sheriff's boat to respond to the area. I'm sure the FCC did not appreciate most of the words that were used.

While heading to Alcatraz, I noticed a large cargo ship coming under the Gate. I thought it was a bad day to be coming into the Bay with all the small boats on the water. Then I heard it, the horn from the cargo ship going on and off quickly. I looked over and could not believe my eyes — several small sailboats and powerboats had cut in front of the ship! As any good boater knows, such a ship is not going to stop or turn in time to avoid hitting anything that cuts across its bow. Surprisingly, the ship made it from the Gate to between Angel Island and Alcatraz without hitting any boats. But it did have to use its horn several more times before making it past the east side of Treasure Island.

We finally arrived at the east side of Alcatraz, and I dropped anchor in 45 feet of water about 250 yards from the security



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LETTERS

zone. I wanted to make sure I was far enough away since this is where most of the boaters appeared to have anchored on top of one another. With that many boats so close together, I knew there were going to be problems. The year before, I'd seen boats hit each other as a result of being too close or dragging their anchors. And even from where we were anchored, I saw some boats playing tag.

There were several other boats around us, the nearest about 40 yards away. As the time for the air show neared, more boats showed up. A few dropped their anchors as I had



DEAN BECKER

Going out for the Blue Angels means taking your boat into your own hands.

done, but most just kept sailing or powering around the boats that had anchored. Once the air show started, it went nuts out there. I had several boats cut across my anchor line, and two missed our boat by only a few feet. A 15-ft powerboat passed our sailboat by only four feet while operating at full throttle. The wake from the boat splashed into our cockpit! The powerboat continued to weave between the other nearby boats at that same speed with the same result from its wake.

About halfway through the show, I noticed a sailboat under power going between anchored boats with a 10-year-old boy standing by himself on the bow. The child was wearing a PFD, but there were no lifelines and no adult near in case he started to fall. It was stupid of the adults to let the child up there, and if he had fallen over, there was no way the sailboat could have stopped or, because of the other boats in the area, turned around.

Our plan for the end of the air show was to wait until most of the other boats had left as we expected boats to take off in all directions at all speeds, and God help you if you didn't get out of their way. One person got on 16 and asked if the air show was over. Someone answered by saying it was going to last for another two hours. A third person said the same thing. Somebody finally told them the show had ended.

With the show over, we were passed by large boats that came to within three feet of us. I could have reached out and touched them! And our 26-ft boat was knocked from side to side by the wakes.

The one thing I noticed with all the bad mariners we had contact with was that no matter how loud you yelled at them to slow down or watch out, it didn't make any difference. Maybe it had to do with the brown glass bottles they were holding. Or maybe they just couldn't care less about others. For some, common sense means nothing when it comes to safe boating. Maybe it's time that the state comes out with a boating license for anyone to own or drive a boat.

Dean Becker
Will Travel III, MacGregor 26X
Marina Bay Yacht Harbor

Dean — On the one hand, we sympathize with you. Whenever there is some big public event on the Bay, it truly becomes Amateur Hour. On the other hand, we can't help wondering what you were expecting.

Licensing? We're not sure that's any kind of solution. After all, everybody who drives on California freeways is supposed to have a license, and a few even do. But has that resulted in

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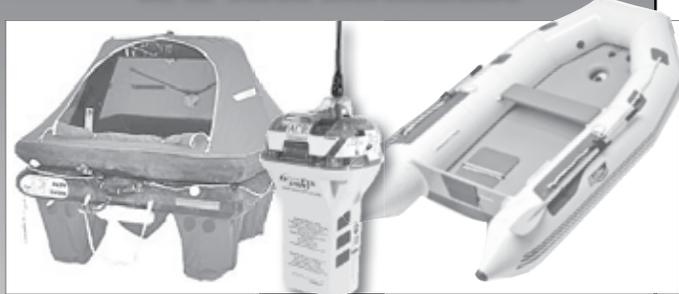


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LETTERS

people using common sense when driving or looking out for the safety of others? Of course not.

Let's face it, whenever there is a group, the Law of the Jungle prevails.

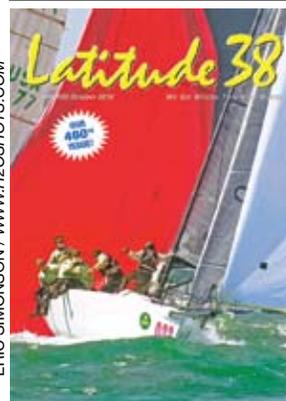
↑↓BOY, ARE THEIR WRISTS SORE

It looks as though Clay and Teresa Prescott, the former owners of ABC Yachts, were released from jail recently. This means they served about 3.5 months — less than half their 8-month sentence — as a result of embezzling more than \$300,000 from clients' trust accounts. Maybe they will do the right thing and work to pay restitution to the victims — such as my family. Selling our boat through the now-defunct ABC Yachts cost my wife, two children, and me nearly \$150,000 of hard-earned money. Rather than ABC's forwarding the proceeds of the sale of our boat to our bank account, all but about \$5,000 was used to pay ABC bills, as well as for other purposes.

Jeff Drake
Southern California

↑↓CONGRATULATIONS ON YOUR 400TH ISSUE!

I've been reading *Latitude* since the '80s and enjoy the bit of sanity it provides. I've read about your exploits of a blown disc in Mexico, your ex who married a green card, the *Big O* sailing adventures in the Caribbean and Med, the beginning



ERIC SIMONSON / WWW.H2OSHOTS.COM

of a small cruiser rally/race to Mexico that became the Ha-Ha, an upstart sailing rag with no comparison for content that copied your logo font, your great editorial responses to letters, and your unwavering advice to 'just get out there'.

Like thousands of readers, I look forward to *Latitude* each month. It keeps me in touch with how the cruising world is changing and what works out there, and helps me keep the faith that my turn will come with the '13 Ha-Ha.

After 400 issues, we still love what we do.

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — Thank you for the very kind words. One correction. *Ex-Two*, the *Wanderette*, didn't marry the publisher for a green card. It was love on both sides, but it just didn't work out.

Readers — Because the Letters editor is also the Grand Poobah of the Ha-Ha, and the Ha-Ha started on October 25, he had an early deadline. Due to this, a number of letters that would have run in the November edition will be running in the December edition. Thank you for understanding.

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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On October 23, the Angel Island Company focused one of their Living History Events on a war that took place in the East Asian



LATITUDE / LADONNA

Camp Reynolds, on the west side of Angel Island, was established in 1863.

jungles a long time ago. No, not Viet Nam, or even Korea. We're talking about the Philippine-American War of 1899-1902. Virtually forgotten now, this 'offshoot' of the Spanish American War cost 10,000 American lives and the lives of more than 200,000 Filipinos. It also transformed San

Francisco from a coastal lumber port into an international port — and begat its longtime role as a bastion of anti-war sentiment.

Thousands of young soldiers departed the Bay from their staging area at Camp Reynolds. And no less a figure than former Bay resident Mark Twain embarked on a series of articles and commentary against the war. His suggestion for a new flag for the "Philippine Province": "Our usual flag, but with the white stripes painted black and the stars replaced by the skull and cross-bones." All that and more was remembered with re-enactments, 'soldiers' in period uniforms, and a series of oral histories that offered a glimpse of what life was like and how the United States public would come to face international challenges.

(Considering our present situation, some would say we haven't learned much.)

For more information on island activities and events — including the annual Victorian Christmas celebration in November (the date had yet to be set when this issue went to press) — go to www.angelisland.org.

— jr

That sinking feeling.

French artist Julien Berthier likes to catch people's attention with his work. Berthier created 'Love-Love' — a 21-ft abandoned boat that appears to be in the process of sinking — in 2007 to "fix an object at the moment of its deregulation."

In order to create the illusion of a perpetually sinking sailboat, Berthier cut the bow off and replaced it with a unique keel —



COURTESY JULIEN BERTHIER

a saildrive was also installed — that allows the boat to motor around in calm water at a 45-degree angle. To see more photos of this amazing — and slightly disconcerting

Could this new boat design catch on in the Bay?

— creation, go to the artist's website at www.julienberthier.org/Love-love.html. But don't get your hopes up — 'Love-Love' has since been sold to a London banker. Darn.

— ladonna

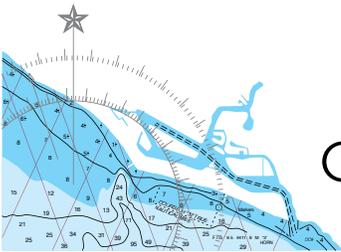
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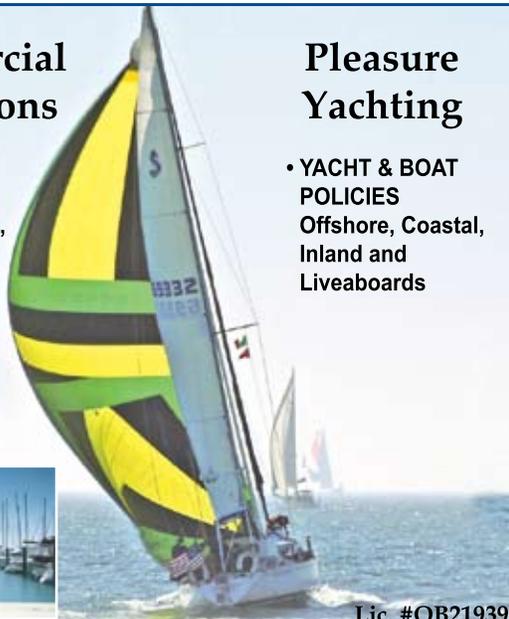
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SIGHTINGS

america's cup pre-announcement

In the last hours prior to this issue of *Latitude 38* going to the printer, we'd been staring at our inbox, waiting for a (hopefully happy) email to arrive from BMW Oracle Racing. Although we wouldn't decline, if invited, to sail on the first AC 45, that's not the message we

were waiting for. Rather we were expecting one that, by the time you've read this, has since announced where the heck the next America's Cup will be held. Alas, it didn't come by the time these pages were wrested from our desktops. Why were we waiting for that announcement when the team said their deadline was the end of the year?

On October 18, BMW Oracle Racing CEO Russell Coutts was quoted in an interview on *TheDailySail.com* as saying that the host city would be selected by the end of the month — not the end of the year, as the team had been hedging since announcing their timeline for AC 34 in Rome back on May 6.

However there is still some very exciting news to report. Terry Hutchinson will be taking the multihull plunge with Swede

Torben Tornquist's *Artemis* Team under CEO Paul Cayard. French multihull masters (and brothers) Loïck and Bruno Peyron also announced they're game, signing up with a French/German team. Depending on who you talk to, its either fortunate or unfortunate that the UK's *Team Origin* has decided that multihulls aren't worth the bother and turned up its nose toward the event with a transparent provincialism, suggesting they were just one Cup cycle too late in life. Let this be our pre-after-the-fact prayer that, indeed, by the time you read this we will be recovering from our celebration hangover.

— rob

leukemia cup gives back

Following two record-breaking years in decidedly rosier economic zeitgeists, the San Francisco Bay's Leukemia Cup Regatta had a high bar to clear to improve on the amazing fundraising it's done in its five-year history. Held October 1-2, this year's event eclipsed last year's staggering fundraising total by almost \$34,000 dollars, a feat in itself, but even more so when you consider that last year's raised \$655,000. And by the time you read this, it might have cracked the \$700,000 mark!

While the San Francisco YC-hosted event is, of course, a regatta, the highlight of the weekend has traditionally been Saturday night's VIP dinner, and this year was no exception. Although he followed on the heels of some pretty heavy-hitters — Rupert Murdoch in '08 and Al Gore in '09 — BMW Oracle Racing CEO Russell Coutts proved to be just as big a draw.

"Russell was amazing," said dynamo event organizer Robin Reynolds. "I think all the women have a new crush, and all the guys have a tremendous amount of respect for him."

In his address, Coutts — speaking at the behest of US Sailing President and leukemia survivor Gary Jobson — didn't drop any hints about what everyone wanted to hear, namely that the next Cup match would be held on the Bay. But given that the evening wasn't just about sailing, he did attempt to put the sport in context.

"I don't think it's any exaggeration to say it's a fantastic idea to combine the sport we share with support for the people you care about so much," he said. "You hear the word 'hero' a lot in connection with

continued on outside column of next sightings page

a guide to

Whether you're a new cruiser heading south of the border for the first time or an old salt who's been cruising Mexico for a decade, cruiser nets are essential for staying up-to-date on weather, local events, and other news. Here are a few that you should plan on tuning in to:

- In San Diego, the local cruisers' net is run by Downwind Marine on VHF Channel 68, daily 8:30-8:45 a.m.



You probably already know if San Francisco is hosting the next Cup.

Foiled again! Though Russell Coutts said the AC34 host city would be announced before the end of the month, he didn't promise the announcement would come before the end of our editorial cycle.



mexico nets

- The popular Sonrisa Net for the Sea of Cortez is found on frequency 3.968 MHz (3968 LSB) at 7:30 a.m. PDT/8:30 a.m. MDT. Note that the UTC time changes after Daylight Saving Time ends on November 7 so the local times remain the same.

- The Chubasco Net has recently changed to 7.192 MHz (1792 LSB). Check-in starts at 7:45 a.m. PDT/8:45 a.m. MDT, followed by a weather report

leukemia cup — cont'd

sport. But to me, it's those who look illness square in the eye and take it on who have my total respect."

Coutts also dropped a surprise on the crowd that no one was expecting. In addition to offering young honorary skippers Campbell Nolan and Chris Laub autographed BMW Oracle Racing hats and the promise of a ride with him on an AC 72 catamaran, he also announced a once-in-a-lifetime ride on an RC44 that generated a huge amount of buzz during the live auction. Honorary skipper Chris Kostanecki ended up winning the spot on the RC44 with Coutts and team owner Larry Ellison at the Oracle RC44 Cup Miami December 7-12.

continued on outside column of next sightings page



PHOTOS GILLES MARTIN-RAGET / BMW ORACLE RACING

SIGHTINGS

leukemia cup — cont'd

Community support for the event came from not just the sailors but also marine and non-marine businesses. Local West Marine stores raised a combined \$10,000 with the Sausalito store coming in first overall in this year's store challenge. For the third consecutive year, the Leukemia Cup's Sail for a Cure program, in partnership with Club Nautique Sailing School, offered would-be sailors the chance to learn sailing skills while raising funds and racing in the Leukemia Cup Regatta on the school's Colgate 26s. There were multiple levels of sponsorship with the top being the 'Spinnaker Sponsors', which included the Banford Foundation/Hannig Law Firm LLP, the Belvedere Cove Foundation/The Cromar Foundation, Credit Suisse, Genentech, Merrill Lynch Wealth Management/Bank of America Corporation, Passport Capital, Sutter Health, and UCSF Medical Center. At the 'Local Sponsor' level were companies and individuals such as Blue Shield, Jeff Burch, Forward Management, and PricewaterhouseCoopers. At

continued on outside column of next sightings page

mexico nets

for Baja and the west coast of Mexico. Local times remain the same after Daylight Saving Time ends.

- The Baja Net is found on 7233.5 LSB at 8 a.m. PDT/9 a.m. MDT. Local times remain the same after Daylight Saving Time ends.

- The Mañana Net is on 14340 USB at 1900 UTC (12 p.m. PDT/1 p.m. MDT, then 11 a.m. PST/12 p.m. MST).

- The Pacific Maritime Net is on 21402 USB at 2200 UTC (3 p.m. PDT/4 p.m. MDT, then 2 p.m. PST/3 p.m. MST).

- The Southbound SSB Net can be found on 8122 USB for check-in at 0055 UTC (5:55 p.m. PDT/6:55 p.m. MDT,



Spread, 'Sea Level' was willingly pressed into SAR service. Inset, Jim Milski transported one survivor to shore.

SPREAD: LATITUDE / RICHARD; ALL OTHERS: KENT MILSKI

— cont'd

then 4:55 p.m. PST/5:55 MST), and then switches to 4054 for traffic.

- The Amigo SSB Net is on 8122 USB at 1400 UTC (7 a.m. PDT/8 a.m. MDT, then 6 a.m. PST/7 a.m. MST).

- The Picante Net can be found on 6212 USB at 1330 UTC (6:30 a.m. PDT/7:30 a.m. MDT, then 5:30 a.m. PST/6:30 a.m. MST).

VHF nets are run daily in almost every popular cruiser destination so check with a friendly neighbor when you pull into a new anchorage for the time and channel. There's no better way to find out what's going on in your new neighborhood.

— ladonna



Above, the author poses with the man who asked for 'Sea Level's assistance, Stanley. Below, Nelson prepares to save an exhausted Chuck.



leukemia cup — cont'd

the 'Local Partner' level were companies such as Capital Pacific, Nude Skin Care, Frank Howard Allen Realtors, Pacific Union International & Christie's Great Estates, and Stroub Construction. There were also media sponsors Green 960 AM, Star 101.3 FM, and The Band 103.7 FM. Of course in-kind sponsors help with things such as beverages and regatta prizes, and fulfilling that need were Decker Bullock/Sotheby's, Club Nautique, GYRO:HSR, Hart's Desire Wine, KINeSYS, LaMarca, Landfall Navigation, Lost Coast Brewery, The Moorings, Offshore Sailing School, Realm Cellars, Restoration Hardware, Sea Bags, Sean Cope and Top Productions. National level sponsors included Ken Gardiner, Jobson Sailing, John Mecray, Mount Gay Rum, North Sails, Sailing World, Vineyard Vines, and West Marine.

The top individual fundraisers were Bill Smith, who raised a whopping \$27,000, followed by David Joyner at \$20,657 and Bill Nolan at \$20,425. San Francisco YC Opti sailor Dylan Meade was this year's top junior fundraiser for the third consecutive year.

Of course, there was a regatta also, and we wrap up the racing portion of the event, including the results, in this month's *Racing Sheet*, which starts on page 114. For all the info, as well as bios on this year's honorary skippers, check out www.leukemicup.org/sf/.

—rob



ELLEN HOKE

Russell Coutts was the keynote speaker for the Leukemia Cup.

pleasure cruise to rescue operation

I joined Jim and Kent Milski aboard their self-built 48-ft catamaran, *Sea Level*, after they'd reached the Fiji Islands last month. The passage to Vanuatu was fairly rough, with beam seas up to 12 feet and winds to 22 knots, so we were ready for some real sleep when we dropped anchor in Port Resolution on the southeastern tip of Tanna Island just after dawn on October 15.

But no sooner had the rattle of the anchor chain ceased than a local named Stanley appeared in a dugout to ask for our help in searching for survivors from a *panga* that had capsized the previous morning off Aniwa, 10 miles to the east. The 12 adults and one baby aboard were heading home to three villages near Port Resolution.

Without hesitating, Jim offered our help, as well as that of our friends Steve May and Manjula Dean aboard *Endless Summer*, who were following us aboard their Farrier 41 catamaran. Stanley and six other men from the village joined our boat and we pulled anchor. The seas were still rough, and we wondered if we would find anyone.

We joined a search and rescue mission that involved Vanuatu's only navy boat, a search plane, a helicopter, the cruise ship *Pacific Dawn*, and two other cruising yachts, *Peggy West* and *Sea Tropaz*, which had started the search the day before. *Endless Summer* turned and began a search pattern heading north off the west side of Aniwa.

As we approached Aniwa, Steve on *Endless Summer* reported that a local fisherman had picked up the captain of the *panga* east of where it had turned over, south of the island, at around 4:30 that morning. We were searching in the wrong area! During our passage, the prevailing current had been to the northwest, but our chartplotter had begun to show a strong southeastern current as we approached the island. Jim and Steve, both surfers, were aware that the current often could override both wind and waves. So we headed south and east.

Then Charlie, one of the local elders, got Jim's attention. He went

continued on outside column of next sightings page

rescue — cont'd

forward, quietly began to chant, and threw something in the water. He came back and told Jim, "I have seen them floating in the current," then pointed in the direction he wanted to go. It was a mystical moment. Jim decided to believe him and, from then on, steered exactly where Charlie pointed, which was to the northeast — the other side of the island.

Not long after, we spotted the overturned *panga* with a man lying on it. Getting him aboard *Sea Level* was not easy because of the rolling



Charlie — a real visionary.

seas, but we managed. The man's name was Chuck, and he told us that he'd stayed with the boat because he couldn't swim. He said they'd righted the boat after the initial capsize, but the heavy seas had overturned it again. The captain and four men decided to swim for the island and survived. But the others — four men, two women, and the baby — drifted away.

Chuck appeared to be okay, so we gave him water, hot tea, crackers and cheese, and some chocolate. Once dry and in warm clothes, he fell asleep in the salon.

Charlie kept pointing northeast, so we again followed his directions. Soon after we reported finding the *panga* and rescuing Chuck, the

search plane appeared. Chuck said he'd seen the plane twice, but it didn't see him. In short order, the plane began circling an area northeast of us to signal that something was in the water. The Vanuatu navy boat passed us going in the same direction, and found two more survivors. The navy boat lowered a dinghy to retrieve the men, but could not get them aboard due to the rough condition, so we took them aboard.

The last two survivors had been in the water for more than 34 hours. It became clear that the *panga* had had no life jackets. The men were hypothermic and barely conscious. Their friends got them into dry clothing, and began giving them water, holding their heads up for them. Then *Mahina Tiare III*, John and Amanda Neal's Hallberg-Rassy 46, came on the radio with two doctors from Australia onboard. The doctors told us not to give the survivors hot tea because it's a diuretic. We could not board the doctors because of the high seas, so we made for Port Resolution, arriving just at sunset. The survivors did not have a measurable pulse, but appeared to rally when we transferred them to shore, where they were then taken to a medical clinic.

The following day *Sea Level*, *Endless Summer*, and *Mahina Tiare* returned to the area east of Aniwa to continue the search, but finally gave it up near the end of the day. The official search and rescue mission was terminated, and the baby and four adults were declared dead. It was a heart-wrenching experience for all of us, but we were grateful to have rescued three survivors.

Two days later the crews of *Sea Level* and *Endless Summer* were taken to the survivors' villages to be publicly thanked. The chiefs and elders shook each person's hand and bestowed many gifts, including one live pig, three live chickens, feathers, beads, carved walking sticks, grass mats, and baskets. The crews were also given the equivalent of \$450US in vatu — Vanuatu's currency — which they gave back to buy life-saving gear and radios. Finally, the two skippers, Jim and Steve, were taken to a kava ceremony.

I missed the ceremonies as I'd left Port Resolution for the States the day before. As I was leaving, I noticed a sign in English along the road that said: "Without a vision, people perish." I thought of Charlie and his vision, and how Jim had believed in Charlie's vision, which then led to our finding three survivors. None of us will forget this experience, the people of Vanuatu, or their extraordinary culture that we were privileged to witness.

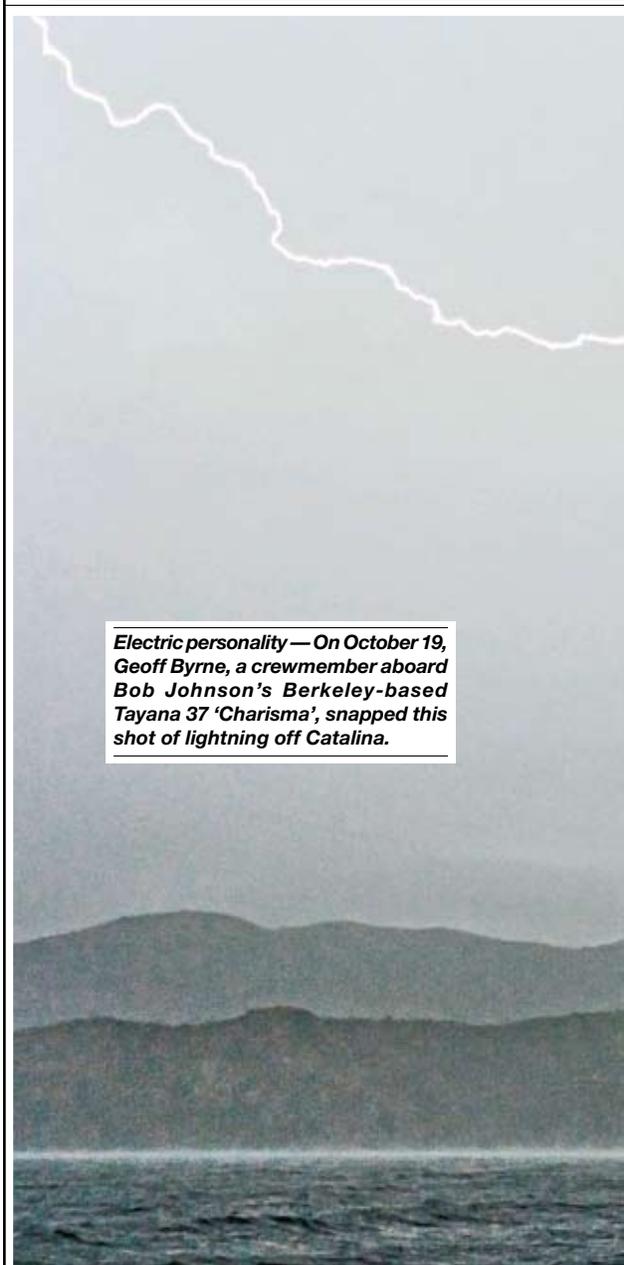
— larry mosher

short

SAN DIEGO — Last month, the National Transportation Safety Board announced that they'd made an error in an August report claiming that a Coast Guard crewmember was texting moments before his vessel struck a recreational boat, killing 8-year-old Anthony DeWeese, last December. The confusion was a result of time zone variations on the phone bill.

"The error has had no impact on our investigation of the accident," said NTSB spokesperson Peter Knudson. "We have never indicated that the use of the mobile devices contributed to the accident."

The NTSB maintains that reports of the



Electric personality — On October 19, Geoff Byrne, a crewmember aboard Bob Johnson's Berkeley-based *Tayana 37 'Charisma'*, snapped this shot of lightning off Catalina.

sightings

pilot and another crewmember's having made cell phone calls and texted before the boat left the dock were accurate.

POs Paul Ramos — the boat's pilot — Ian Howell, and Brittany Rasmussen have pleaded not guilty to military charges, blaming mechanical defects, poor training, and lax leadership. Ramos faces 10 years in prison if convicted of involuntary manslaughter, while Howell and Rasmussen face one year for negligent homicide. A fourth crewmember, Technician Lavelle Teague, is facing lesser charges that could net him 30 days.

continued in middle column of next sightings page

a downwind wedding

Romantic weddings can come in many forms. For some, a sunset ceremony on the beach in Hanalei Bay is ideal; for others, it's a walk down a garland-festooned aisle. For Kristen Sierra and Ned Kohlhauff, it was a walk down the aisle, all right — the aisle between liferafts and anchors.

On October 16, Kristen and Ned took the plunge at San Diego's Downwind Marine. "Going to Downwind is a daily activity for us," said the bride when asked why they had chosen such an unusual wedding venue. "We've been incredibly lucky to bond with the staff."

Some readers may be thinking that getting hitched at a marine chandlery doesn't sound like the most romantic way to start a new life with one another, but Ned and Kristen have been together for more than 13 years and have been married before — to each other.

"We were together for eight years before we got married," explained

continued on outside column of next sightings page



GEOFF BYRNE

SIGHTINGS

wedding — cont'd

Kristen. "We were married for a year and then I lost my mind. We were apart for 18 months, but then Ned became very ill. I was there when the ambulance took him to the hospital and have never left."

For 11 of those years, Ned and Kristen have lived aboard their Seattle, WA-based Passport 42 *Bristol Blue*. "This will be our third year of cruising California and Mexico since I retired from being a race car mechanic," said Ned. (As a copper artist, Kristen can work wherever she goes.) "We still call Seattle home so, after this season in Mexico, we'll probably return next spring. I don't think we'll stay, though. It's too bloody nice down here!"

So after all those years together, what prompted the couple to get rehitched? "Last year, Ned had a serious health scare," Kristen said. "It was clear that we needed to make some decisions. We actually decided to get married again while we were in the marina's hot tub!"

Once the decision was made, things just clicked. "We'd been trying to figure out where to have the wedding," Kristen recalled. "One day we

continued on outside column of next sightings page

shorts

BOSTON, MA — Torrey Browne, 35 was convicted of rape and assault and battery in a 2008 attack on a coworker at the Dorchester YC. Prosecutors say Browne invited the woman to check out his new boat, and once aboard, suggested they become romantically involved. After she turned him down, Browne left the boat but allowed her to spend the night aboard. The DA's office convinced the jury that the woman's claim that she woke up early the following morning with Browne on top of her — hushing her when she cried out — were true. Browne faces up to 20 years in prison at his November 17 sentencing.

PUERTO DE MOGÁN, LAS PALMAS —

COURTESY BRISTOL BLUE



ALL PHOTOS JIM NEFF UNLESS NOTED



— cont'd

Life has been pretty easy lately for Dutch 14-year-old Laura Dekker, who hopes to become the youngest solo circumnavigator. Having officially started her trip from Gibraltar on August 21, Dekker has been cruising around Gran Canaria for the last two months, waiting for the end of hurricane season. "After crossing the Atlantic in December," she wrote on her blog, "I will not be staying in one place for such a long time, as I have done here. I'll be hurrying up a little then."

In a twist that no one saw coming, Laura's paternal grandmother, Riek Dekker, released a book titled *My Story* on October 7. In it, Granny relates Laura's story prior

continued in middle column of next sightings page



Love at the chandlery — Clockwise from below, Kristen and Ned chose Downwind Marine for their wedding; Kristen walking down Aisle 4; the wedding party included Jim and Diane Neff as Best Man and Matron of Honor; 'Bristol Blue' is headed back to Mexico for the season; "With this ring..."; Lee Neher, minister of the Universal Life Church, pronounced them husband and wife; the getaway car.



wedding — cont'd

were in Downwind, and I asked the manager, Kitty, if we could hold it in the store. She asked Chris, the 'Wizard of Downwind', and he said 'I don't see why not.'" The entire staff became excited and really stepped up to help plan the service. As a licensed minister, employee Lee Neher even performed the ceremony. Talk about outstanding customer service!

After a wedding like that, there's really only one option for a honeymoon: "We spent it in the boatyard painting the bottom of our boat," laughed Kristen. It doesn't get much more romantic than that!

— *ladonna*

m.o.b. scene

After a summer of dreary weather, most of the West Coast saw a respite from the gloom last month. Sunny skies, of course, mean more boats on the water, and more boats on the water mean more crew overboard reports. Unfortunately, they didn't all end happily.

The body of Hermosa Beach resident Richard Barras, 59, was found floating about two miles offshore the evening of September 23 after his 24-ft sailboat *Seeya* beached itself near the Redondo Beach pier. Around 5:30 p.m., *Seeya* came ashore with her sails up and tiller lashed. A search was launched, and a Coast Guard helo crew found the man's body three hours later. He was not wearing a PFD. Harbor Patrol retrieved the body and administered CPR but Barras was pronounced dead at an area hospital. The coroner found he'd drowned, and authorities presume he fell or was knocked overboard. Barras was separated from his wife, and living part-time with his elderly mother, part-time on his boat.

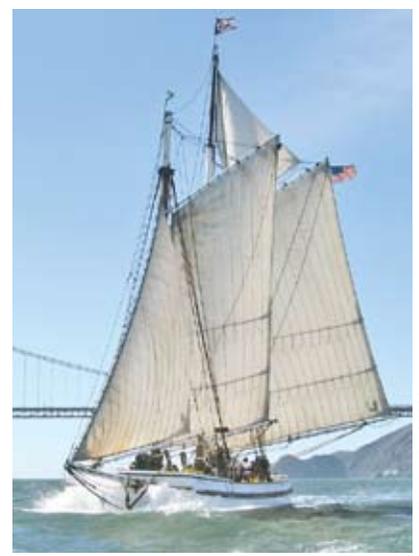
Then on October 6, an unidentified solo boater was plucked from the chilly waters of the Bay after having fallen overboard. Though technically retrieved by the Alameda County Sheriff's Department Marine Patrol, it was Tom Hunt, a volunteer crewmember aboard the historic scow schooner *Alma*, who first spotted the man.

"We were sailing southeast of Alcatraz around 11:30 a.m.," Tom recalled, "when I thought I heard someone yell 'Help' twice. I spotted what looked like a swimmer in distress about 200 yards away." The crew of the *Alma* notified the Coast Guard about a possible person in the water as they motored toward their target. "As we approached, I told him we'd have him aboard quickly," said Tom. "His response was 'Pardon me, do you have any Grey Poupon?'" The man, who was wearing an inflatable PFD, told Tom that he'd tripped on a coiled line and fallen off his trawler, which was making five knots in the general direction of the Estuary.

As the *Alma* crew were readying to pull the man aboard, the Marine Patrol arrived on scene. "They started questioning him about what happened," Tom said, "while he was still in the water! We suggested that, since they were a rescue entity, they take him aboard, which they finally did."

The boater, who'd reportedly been in the water for 25 minutes, was examined by EMTs and found to be in good condition. About 30 minutes after his rescue, his 36-ft boat ran into Pier 70, where authorities secured it until the owner arrived later in the day to take

continued on outside column of next sightings page



The 119-year-old 'Alma' came to the rescue of a solo MOB in October.

COURTESY ALMA

m.o.b.s — cont'd

it back to its South Beach berth.

A few days later, on October 10, 46-year-old Arlie Hoefling was sailing down the Columbia River to Astoria, Oregon with his three kids — ages 13, 16, and 18 — aboard his MacGregor 65 *Bad Dog*, when a gust of wind caused the boat to suddenly heel. The bolted-down skipper's chair in which Hoefling was sitting ripped out of the cockpit sole, throwing the man into the water. The three teens, who were all wearing PFDs, quickly called a *mayday*, took down the sails, and turned around, all the while trying to keep an eye on their dad — who was not wearing a PFD — but he soon drifted out of sight. His body was found 10 days later.

On the same day Hoefling fell overboard, hundreds of boaters took to the Bay to watch the Blue Angels Air Show as Fleet Week's finale. Of course, hordes of wake-producing boats can cause problems for others a little lower in the water. "After watching the fantastic Blue Angels aboard our Hunter 33 *Concord*, we were headed back to Brisbane Marina," said Frank Solinsky. "We'd been passed by the mass exodus of powerboats when we noticed a kayak and two people in the water under the Bay Bridge. We stopped to help them and discovered they'd been swamped in the huge wakes of the stampede. We got them out of the water — they'd been in 10 minutes or so and were pretty cold — and called for their rescue on channel 16. The SFPD came out and picked up 'two wet souls and all the parts' — including their life jackets — and took them back to Pier 40."

If sobering stories such as these don't get you to 'suit up' when you go sailing, we're not sure what will. But we won't give up encouraging you to don your PFD — we kinda like having you around.

— *ladonna*

route du rhum kicks off

One of the world's preeminent singlehanded offshore races — the La Banque Postale Route du Rhum — got underway October 31. The 3,510 mile transatlantic sprint from St. Malo, France, to Point à Pitre,

Guadeloupe, in the Caribbean, is in its 32nd year and in that time has made the reputations of some of France's top solo offshore sailors. The race record of 7d, 17h, 19m — a staggering average of 19.11 knots — set by Lionel Lemonchois aboard the ORMA 60 *Gitana 11* in '06, will surely come under pressure from the first-ever participation of the G-class multihulls.

Headlining that nine-boat class will be Franck Cammas, who will be sailing the same 105-ft, VPLP-deisgned trimaran, *Groupama 3*, that set the Jules Verne record earlier this year at 48d, 7h, 45 m. What makes Cammas' effort in this RDR noteworthy is that *Groupama 3* was designed to be a fully-crewed boat. So Cammas — sailing with a new rig that's only 12 feet shorter and with a new bicycle-style pedestal — will

be likely working much harder to keep the same pace on a boat that sailed aaround the world with nine crew. Cammas will have to battle not only his beast of a boat, but also current solo 'round the world record holder Francis Joyon in his *IDEC II* and Thomas Coville in his similar *Sodeb'O*. *Gitana 11* — a light-air threat — is also back, having been lengthened by 12 feet, and now under the command of Yann Guichard.

The new Multi 50 class will be represented by 12 skippers, among them Lemonchois aboard the brand new Irens/Cabaret-designed *Prince de Bretagne*. The Imoca 60 division has nine entries and a slew

continued on outside column of next sightings page

shorts

to her departure from The Netherlands — which, admittedly, was quite a soap opera — from Laura's perspective using her diaries and letters. One of the more disturbing factoids to come out of the book is that Laura contemplated slashing her wrists when she was restricted by Dutch authorities from leaving on her journey. Instead, she skipped town to St. Maarten in search of a boat (and was later picked up by local authorities and returned home). If you're interested in her



Spread, Franck Cammas will be sailing his 105-ft tri 'Groupama 3' in the Route du Rhum. Inset, Cammas can grind winches via a custom-designed bicycle-style pedestal.



Michel Desjoyeaux.

YVAN ZEDDA

— cont'd

pre-trip story — and can read Dutch — the book can be purchased at www.alk.nl/titels/088_0.htm.

QUEPOS, COSTA RICA — On the evening of October 12, Clark Nicholson and Bruce Stevens' Dana Point-based Gulfstar 50 *Two Amigos* was boarded by at least six "heavily armed bandits carrying shotguns and pistols." Nicholson believes the pirates had been observing *Two Amigos* for a couple days before making

continued in middle column of next sightings page

route du rhum — cont'd

of new boats being developed for the next Vendée globe in '12. All eyes are on Michel Desjoyeaux's just-launched *Foncia* in that division. The Class 40s are bringing out a staggering 46 boats with some of Europe's most established and up-and-coming skippers taking a shot at what will likely resemble a 46-boat buoy race across the ocean.

Sailing in the class's Rhum Division — for everything that doesn't fit anywhere else — will be the only American in the race. French-American skipper Etienne Giroire, will be sailing his 40-ft Walter Greene-designed trimaran under the banner of his Florida company ATN, which makes things such as spinnaker socks. You can follow his progress at www.routedurhum.com.

—rob



Current solo round-the-world record holder Francis Joyon will go up against the skipper of the current Jules Verne trophy holder, Cammas.

SIGHTINGS

jeanne socrates goes for record

When last we checked in with Jeanne Socrates, she'd just sailed her Najad 380 *Nereida* nonstop from New Zealand to Hawaii for the finish of this summer's Singlehanded TransPac. Jeanne had left the Canary Islands last October in an attempted nonstop circumnavigation, but unexpected engine troubles forced her into Cape Town — and kept her there for three months — before she could continue on. Since her goal of a nonstop trip around was already thwarted, she decided to take a detour and say hi to her Singlehanded pals. (Jeanne competed in the '06 Solo TransPac, and was on her way to the start of the '08 race when her previous *Nereida* was lost on a Mexican beach just 85 miles from finishing a 15-month circumnavigation.)

Now the determined 68-year-old British grandmother, currently in Victoria, B.C., is setting off again on a nonstop attempt. But this time, she's going for a record: the first woman to circumnavigate nonstop from North America. Renowned solo sailor Tony Gooch, who holds the record for the first person to circumnavigate nonstop from the West

continued on outside column of next sightings page

shorts

their move. The cruisers were duct taped, and about \$12,000 worth of electronics, as well as a dinghy, were stolen. Luckily no one was injured, and the dinghy was later recovered.

Nicholson says they'll get by with a handheld VHF and GPS until they get to Panama, where they'll work on replacing the stolen items, as well as effect other repairs. "And from now on, we'll move at least every two days in case we're surveilled again. To say we're disappointed in Costa Rica is to put it mildly." They plan to cross to the South Pacific next year.

AMARA, SOMALIA — In other pirate news, October 23 marked the one-year anniversary of the abduction of Britons Paul



Free bird — Spread, an unplanned stop in Cape Town ended 'Nereida's previous nonstop attempt. Above, Jeanne says that, in addition to emails from friends, visits from albatross help ease loneliness.

— cont'd

and Rachel Chandler after they sailed from the Seychelles bound for Tanzania the day before on their Rival 38 *Lynn Rival*. Friends and family reportedly handed over half of the \$1 million ransom, but the pirate clan holding the Chandlers has yet to release either of them. After several months of being held in separate locations, the couple has been reunited, though no end to their captivity is in sight.

ATLANTIC OCEAN — *Pinta*, an unmanned three-meter, solar-powered robotic sailboat, made it 350 miles into a transatlantic passage from Ireland before it stopped transmitting data on September 30. It was likely capsized in heavy seas.

— *ladonna*



The first 'Nereida' spent quite a bit of time traversing the globe before her untimely demise.

socrates — cont'd

Coast in '04 aboard his 42-ft custom aluminum boat *Taonui*, is the official World Speed Sailing Record Council representative for Socrates' attempt. "He's my 'starter'," said Jeanne. "He's installed a 'black box' to track my voyage, and has wired my gear cable so only neutral and reverse are possible."

In the past, Jeanne has been reluctant to share her age. "When people know how old you are, they sometimes look at you — and what you're trying to do — differently," she explained. But a recent press release announced her age to the world, so it seems she may also have her eye on an 'oldest woman to circumnavigate nonstop' record as well — although no organization officially ratifies age-based records. Of course that hasn't stopped the horde of teens out for the 'youngest around' record, so why should it stop an experienced and very fit granny?

Jeanne left Victoria on October 25 and beat her way through heavy winds and seas to reach the Pacific Ocean. She'd originally planned to leave a week earlier but a series of systems kept her dockbound. On the morning of her departure, PassageWeather.com showed several more North Pacific doozies swirling up off Russia. "I need to get away from here since the weather won't be improving," she said before she left. "It would be great to get out of the Strait as it's often difficult to do that."

We wish Jeanne a safe and speedy trip, and will keep you updated on her progress over the next seven months or so. In the meantime, you can stay up-to-date on her website, www.svneraida.com.

— *ladonna*



Jeanne Socrates.

five for the velux 5 oceans

As a career-maker, the Velux 5 Oceans Race — which started on October 17 — has few peers in the world of ocean racing, having launched the likes of Christophe Augin, Philippe Jeantot and Alain Gautier, to name just a few. This five-leg, 30,000-mile test of endurance only comes around every four years, and while this year's field is certainly smaller than in years past, the five skippers in sailing organizer Sir Robin Knox Johnston's 'Eco 60' class will no doubt earn every hard-earned point. Begun as the BOC Challenge, the Velux 5 Oceans was the first singlehanded race around the world, predating the non-stop Vendée Globe by nearly a decade, although the latter has since surpassed it in terms of influence. But none of that matters for Brad Van Liew, who's back after an eight-year absence from the race.

The lone American in this year's race, Van Liew is a 42-year-old Southern California product who now calls Charleston, SC, home. This will be his third race, but the first in an Open 60 (both of his previous efforts were in Class 2). In '98, he sailed the Open 50 *Balance Bar*, and in '02 he sailed the Finot Open 50 *Tommy Hilfiger* to a wire-to-wire race win. Seven days into this edition, Van Liew is already setting the pace. Despite having to battle a cold, a knockdown, a powerful boat, and a determined competitor, Van Liew clung to a 32-mile lead over his nearest competitor, Polish sailor Gutek Gutkowski aboard *Operon*. Van Liew's *Le Pingouin* has so far managed to average a hair under nine knots over the 6,540-mile leg.



Brad Van Liew's 'Le Pingouin'.

continued on outside column of next sightings page

SIGHTINGS

velux — cont'd

Le Pingouin is one of the fastest of the new re-purposed class of Open 60s that are required to be at least two generations old, and he's put the speed to good use in building his lead. An essential part of the Eco 60 class is using less fossil fuel to round the globe, and since the start, Van Liew has had a headache of a reminder of the many different forms petroleum can take.

"Ironically, my super-duper, eco-friendly hydro-generator picked up a trash bag which got wrapped around it and broke the system holding it down," he said. "So I've been trying to find a new way to hold it down, and you'll be pleased to know that I did manage to retrieve the trash bag."

But the biggest headache occurred when *Le Pingouin* did a flying gybe on its own while the skipper was down below getting a rare 20-minute nap. A loose autopilot wire — which Van Liew copped to having wired himself — caused the autopilot to go on strike and the result was the loss of about 20 miles, to *Operon*.

Canadian Derek Hatfield, sailing *Active House* — which took American Rich Wilson around the world in the last Vendée Globe as *Great American III* — said he's looking forward to the temperature getting warmer, and is frustrated with his speed as he sits in third, 140 miles behind Van Liew. Belgian Skipper Christophe Bullens left La Rochelle a week after the rest of the pack, aboard *Five Oceans of Smiles Too* — formerly *Artech* — having completed a 48-hour mini-qualification sail to test the new boat, which was sourced just a week before the start after his original boat was dismantled.

As of this writing, Van Liew was about 4,600 miles from Cape Town, and, if all goes well, by the time you read this he should be close to arriving. Check www.velux5oceans.com for updates.

—rob

she's as sweet as she is tough

"I never singlehand by choice," says Evi Nemeth. But when there's no able-bodied crew around to recruit, this salty Coloradan doesn't hesitate to go it alone — even on long, lonely ocean passages.

We first met Evi last March in Panama, when she attended our Pacific Puddle Jump Kickoff Party at the Balboa YC. At that time, she had already completed an Atlantic circuit from Florida through the Med, on to Brazil and across the Caribbean. What really got our attention, though, was the fact that she'd only learned to sail in 2002, after buying her Nordic 40 *Wonderland* the previous year. She began cruising — which had been a dream for four decades — after only a year of near-shore practice.

As Evi enters her 70s, many fellow cruisers marvel at her independence

and stamina. But folks from Colorado tend to be pretty tough. Besides, Evi is a retired school teacher, and as a popular bumper sticker states, "You can't scare me, I'm a school teacher."

When we caught up with Evi recently in Vava'u, Tonga, she shared some of her cruising tales. But so far the hardest thing she's had to

continued on outside column of next sightings page

midwinter

As of November 7, Daylight Saving Time will be just a memory, which means the '10 beer can season is too. But before you shed a tear, remember that the end of beer can racing means the beginning of midwinters!

Often representing some of the warmest sailing days you'll have all year on the Bay, midwinters are a great reason to get the boat out of the slip or off the trailer for some fun, low-key turns around the buoys. They range in format from Corinthian YC's ever-popular two-day event to once-a-month series that run through March, such as the Encinal, Berkeley or

Californians are lucky to be able to sail in beautiful weather all year long — take advantage of it by going out for some midwinter racing.



Still smiling after crossing thousands of miles single- or shorthanded, Evi strikes a pose in front of Lawrence's pizza oven in Neiafu.

fun begins

Sausalito YCs' events. And there's a mid's for just about everyone: from the biggest keelboats to the smallest dinghies, you'll find one that works for you.

Interested in starting to race, but not sure where to start? Midwinters are the perfect place for relaxed sailing.

You can find schedules for many of these events in our *Calendar* section, which starts on page 8. And stay tuned to the *Racing Sheet* and *Electronic Latitude* at www.latitude38.com for updates about different series, schedules, and any changes or cancellations.

— rob

sweet and tough — cont'd

deal with has been the loss of her two small houses near Boulder, which recently succumbed to the massive Fourmile Canyon wildfire. After crossing to New Zealand, she'll fly home to deal with the mess, and begin a battle with the local planning department, which won't allow her to rebuild replacement houses that are less than 2,000 sq feet — hers were substantially smaller. "I'm one person," she says, "and I'm living comfortably on a 40-ft sailboat. What would I do with a 2,000-sq-ft home?"

Goes to show that some challenges of the cruising life can't be anticipated. Still, Evi is determined not to get hung up in Colorado. In fact, she's already bought a return ticket to Kiwiland, proving that nothing — including hell, high water, or a 7,000-acre forest fire — is going to stop this white-haired sweetheart from completing her cruising dreams. You go, girl!

— andy



NEVER SET SAIL ON FRIDAY —

When Andy Whittaker rowed ashore February 26 to clear out of Chile's remote Robinson Crusoe Island, the plan was for him and his wife, Rhian Salmon, to set sail for Easter Island that



Happier times: Rhian and Andy fell in love while in Antarctica and decided to explore the world under sail.

afternoon. But something in his gut told him to stay another day. It was, after all, a Friday, and as the centuries-old superstition dictates, sailors should never leave port on a Friday. There was something more than that, though; something intuitive that urged him to linger another day.

Later, when he told Rhian of his decision, she was delighted, as the extra day would give them time to thoroughly secure everything on deck and get a bit more rest. They were, in fact, still a bit worn out after their rough 550-mile crossing from Puerto Montt, on the Chilean mainland — which was the first blue-water crossing either of them had ever made.

Typically, most sailors break into offshore voyaging gradually after years of instruction and practice in sheltered inshore waters. However, this feisty British couple is anything but typical. They met and fell in love while working in Antarctica. Andy, 36, is an ex-Royal Marine who often earns his pay suspended from industrial structures hundreds of feet in the air, when he's not mountaineering in places like Patagonia and Antarctica. Rhian, 35, holds a PhD in atmospheric chemistry, which led her to spend four seasons with the British Antarctic Survey.

After somehow getting the sailing bug, they bought the stout 37-ft sloop *Zephyrus* in Ushuaia — Argentina's southern-

most city — and spent the better part of a year refitting her before setting out for New Zealand late last January.

During that fateful Friday night, while Andy slept soundly, Rhian's intuitive powers kicked in, as she sensed something odd. The heavy ferrocement hull seemed to be rocking with a peculiar motion. Uncommon gurgling noises coming from the head and sinks caused her to get up and shut off several through-hull fittings.

Then around 4 a.m. Andy woke up suddenly: "What the heck is that'? I thought. I heard the sound of water rushing by the hull, as if we were sailing — fast."

Outside, it was a pitch-black night. He shined a light around, but all he could see was water streaming past the hull. "It was as if we were doing 20+ knots."

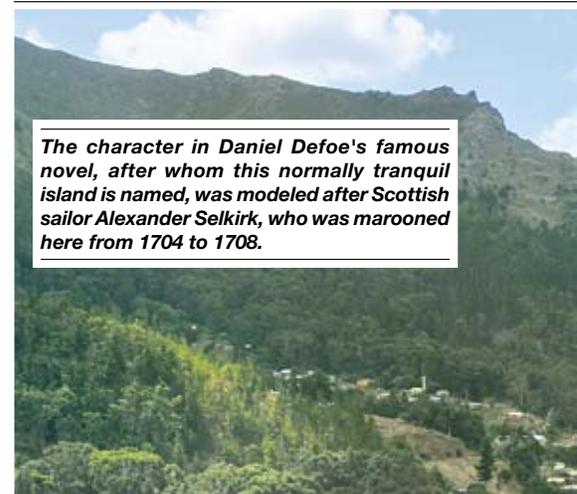
Zephyrus was moored in the southeast corner of Cumberland Bay, lying in 75 feet of water on a huge mooring that had been set by the Chilean Armada (Navy). Having dived on it himself, Andy knew its construction — a 4-ton concrete slab augmented by four 50-lb fishing anchors secured to its corners — and he was confident that it was secure. At the head of the bay lay the waterside town of San Juan Bautista. There were no other cruising boats on the bay that night, only unoccupied fishing boats.

"Initially I had no idea what was going on," recalls Andy. "For the life of me I couldn't work out what was happening." Then he and Rhian heard a thunderous rumble ashore. "It sounded like thousands of tons of earth being poured out of a giant dump truck all at once," explains Andy. Both he and Rhian assumed it

must have been a massive landslide.

But it was, of course, the roar of an immense wall of water crashing against the shoreline; a tsunami estimated to have been 15 feet high which traveled to the island at roughly 500 mph, generated by the now-famous 8.8 earthquake that had rocked the Chilean mainland less than an hour earlier. The epicenter was nearly due east of this tiny island and its three smaller neighbors within the Juan Fernandez archipelago.

It is darkly ironic that Andy had actually heard that exact crashing sound before, but in the confusion of that dark, eerie night, he didn't make the connection. Amazingly, he'd been in Thailand on December 26, 2004, when a catastrophic tsunami struck, but he was just far enough inland to avoid the fate of so many others. More than 8,000 Thais and vacationers perished. On Robinson Crusoe, as in Thailand, there had been no warning.



The character in Daniel Defoe's famous novel, after whom this normally tranquil island is named, was modeled after Scottish sailor Alexander Selkirk, who was marooned here from 1704 to 1708.



ALL PHOTOS ZEPHYRUS

TSUNAMI SURVIVORS

"Shortly after the crash," Andy recalls, "we heard people screaming, calling out for their loved ones." *Zephyrus* lay about 50 yards from the nearest land, and perhaps 150 yards from the heart of the village.

As the churning water rushed out of the bay in the first of a series of powerful surges, it brought with it a chaotic jumble of debris: whole trees, splintered lumber, fishing gear, small boats and all sorts of household items.

"Suddenly, among trees and debris, a

young lad appeared out of the darkness," Andy remembers. "I shouted to him in Spanish to swim to the boat. Moments later the surge slammed him into the side of the hull, and I was able to pull him aboard." He was a 14-year-old boy named Pablo who was shivering, bleeding from numerous cuts and scrapes, and covered in oil. Rhian tried to warm and console him as he screamed in terror, "Mama! Papa!" She took him below to put him in bed and instinctively started to put on a kettle of water but immediately changed her mind, as *Zephyrus* was surrounded by fumes of gas and oil that lay on the surface.

"A minute later another boy came through the water," Andy recalls. "'Swim! Swim!' I screamed." He was a strong 17-year-old, and was able to reach the

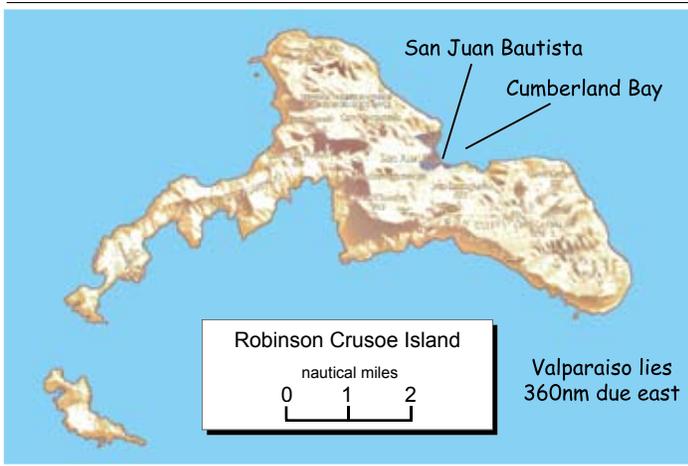
hull, where Andy pulled him up out of the churning bay.

About this time Rhian asked, "Where is the Armada? Why is there no rescue service?" Unbeknownst to her and

"It was, of course, the roar of an immense wall of water crashing against the shoreline."

Andy, the entire naval station had been completely wiped out, along with about 60 homes, numerous businesses and government buildings, the sports center and the island's only school. On the VHF they heard no official communications, only random fishermen scrambling to find boats so they could search for survivors.

A while later, they could make out a huge Chilean Armada ship coming toward them in the darkness. "The Armada!" Rhian shouted with excited relief. But as it lunged closer on a collision course with *Zephyrus*, they realized that the vessel was unmanned. When the tsunami struck, the ship had broken loose from its mooring and was sent adrift with its enormous mooring float still attached. "Somehow the boys and



Left and far left: When these shots were taken, days before the disaster, Cumberland Bay was totally placid. Above: Tsunami carnage.

I were able to fend it off with oars from our rowing dinghy," Andy explains.

More surges followed carrying all sorts of rubble — including whole houses. One of them collided with *Zephyrus*: "It scraped along the side of the boat ripping paint off and putting gouges all along one side of the hull," says Andy. As if that wasn't frightening enough, the

NEVER SET SAIL ON FRIDAY —

wood-frame building somehow got hung up on the forestay where a second house soon piled up against it. "I looked at the forestay bending like a bow," says Andy, "then at our mooring lines thinking 'Any second now something's going to pop.' But amazingly they all held." The couple later calculated that the huge mooring

had just gotten little Francisca safely aboard when a surge tore the mother and her son from the line. The father, Alex, let go too, not about to let his family drift away without him, and the three of them disappeared into the night. Naturally, little Francisca was horrified, as it seemed obvious that she would never see her family again. Rhian did her best to console and warm her below decks.

Adding to the surreal nature of that long night, Andy remembers that the roar of the ocean and the screams of desperate people ashore were punctuated regularly by the sound of propane bottles "capping off" as they broke loose from the floating houses that they had fueled. With gasoline, diesel and oil already glazing the sea surface it was a very unsettling sound.

About two long hours later, still before dawn, a fishing boat pulled up alongside *Zephyrus*. Its helmsman, who was completely naked and freezing cold, turned out to be young Pablo's uncle. Also aboard were Francisca's lost family members, who scampered aboard *Zephyrus* for a tearful reunion with their elated daughter. "Dear God, thank you," Rhian remembers thinking. She gave dry clothes to the helmsman, and as soon as he warmed up a bit, he took off with the two teenage boys to search for more survivors.

"Alex was a very practical, clear-thinking guy," Andy recalls. "He started to cut away all the shit around the boat in case we needed to go quickly, while I started laying out sails. We both figured we'd have fouled the prop within seconds, as there was so much fishing line all around." At some point they snagged

a half-submerged Zodiac that was floating by and secured it, thinking it might come in handy later.

"Gradually, we started piecing together what had happened," Rhian wrote later. "This was no landslide. It was a

"We cut all the rubble away, started the engine and gunned it out of the bay."

wave, a huge wave. As dawn approached, we started to digest the damage. The whole town front had been wiped out. Gone." From her perspective it appeared that the tsunami had driven roughly 80 yards inshore, and surged at least sixty feet up the steep hill behind the town with its initial thrust.

Having made a number of new friends during their one-week stay at this normally tranquil island, both Rhian and Andy initially assumed they would stick around and see what they could do to help. But a half hour after sunrise the Armada called via VHF to relay a warning from the mainland that another wave was coming. The whole town was being evacuated and *Zephyrus*, they said, needed to leave the bay immediately.

Andy decided the best idea would be to put Alex and his family ashore in the next bay, away from the bulk of the floating debris. "We cut all the rubble away, started the engine and gunned it

Rhian said the trip to Robinson Crusoe — her first major sail — was the hardest thing she'd ever done. But the landfall was glorious.



Rhian is an accomplished scientist with a PhD. But she's been challenged to learn many new things in her new voyaging lifestyle.

they were on had actually moved about 50 feet. They were convinced that the force of those houses must have done it.

The runaway buildings eventually broke free, but the drama was about to get even more intense. Andy explains, "There was another surge. A house was being washed out and we could hear screams from inside it." To their horror, the shell-shocked couple saw a father, mother and two small children looking out through an upstairs window." It turned out that the father was a Navy diver who'd only recently been teaching his kids how to dive. When the tsunami hit, dislodging the house from its foundation, 7-year-old Francisca was asleep on the lower floor, which quickly flooded. Her father commanded her to dive into the water as he'd taught her, and swim up the staircase to safety. Once she'd done that he helped her and her 5-year-old brother into wetsuits.

As the house rushed by, Rhian, Andy, and the two stranded teenage boys screamed to the family to jump in and swim. On the third try, the father finally grabbed a rescue line. Andy and Rhian



TSUNAMI SURVIVORS

out of the bay," says Andy. Amazingly, they got clear without fouling the prop. In the neighboring bay they motored in as close as they dared, and the traumatized family made it safely ashore in the wayward Zodiac.

The Armada had instructed Andy and Rhian to go 10 miles offshore, or into water that was 500 feet deep. By the time they reached that distance they'd seen three relief planes approaching the island and had heard that a Navy ship was en route. The wind angle was ideal for their next leg to Easter Island, a 1,600-mile crossing. But they both felt deeply conflicted. "I desperately wanted to go back. So did Andy," Rhian wrote later. "Our hearts said return; our heads said continue."

Fortunately, that second wave never materialized, but we imagine the rebuilding effort is still ongoing nevertheless. Sixteen of Crusoe's population of 600 lost their lives on that horrible night. Luckily, Andy and Rhian weren't among them.



RHIAN SALMON

Upon arrival, Andy rigged the quarantine flag. Little did he know, those calm bay waters would turn into a raging cauldron.

Of course, had they been willing to set sail on a Friday, they would have steered clear of the disaster entirely. But by yielding to that age-old supersti-

tion — and a curious gut feeling — they were able to save several young lives. And although those survivors and their rescuers may never meet again, we're certain they'll never forget each other or the ordeal they shared on that long, dark night.

— *latitude/andy*

Editor's note — We heard part of this amazing tale in February, but it wasn't until we caught up to Rhian and Andy in Tonga last month that we got their full report.

A footnote to this story holds a worthwhile lesson: A friend of Rhian living in Shanghai happened to read a tsunami report relayed from Hawaii — which Chilean authorities apparently ignored. He phoned Rhian's brother in New York, who immediately called her satphone. Unfortunately it was turned off. If it had been active, they would have had 20 minutes' warning and might have been able to alert authorities ashore.

Tsunami warnings were issued in 53 countries. Damage occurred as far away as Japan and New Zealand.

Celebrate the Boating Lifestyle!



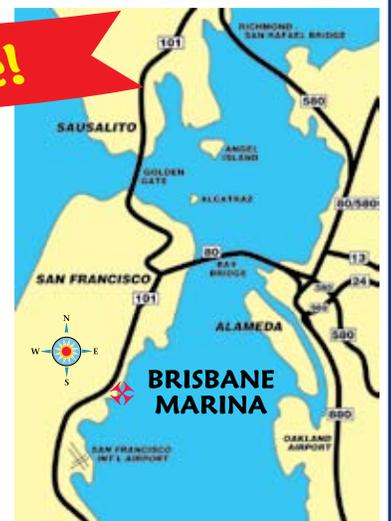
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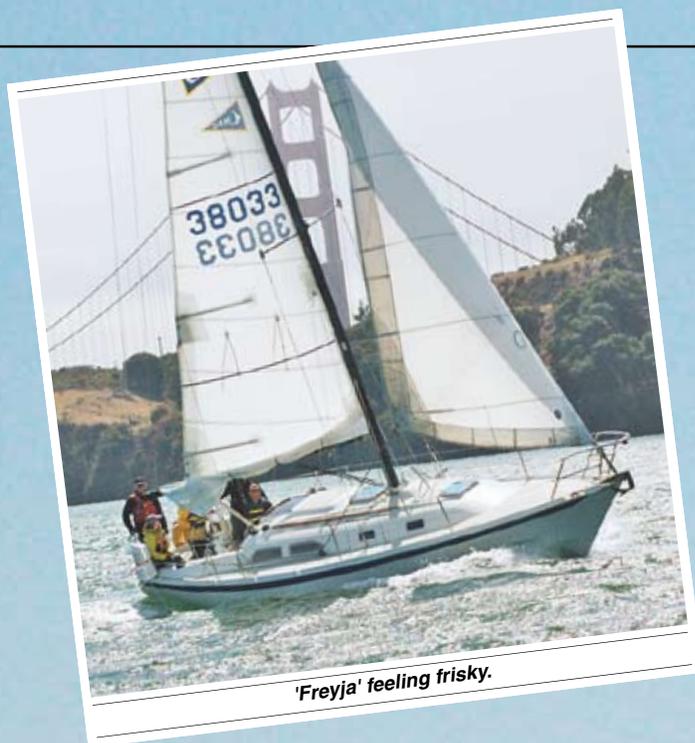
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EYE ON THE BAY



Maximum fun on 'Maxine'.



'Freyja' feeling frisky.

The summer of 2010 was more of a non-event than usual for Bay Area sailors, so when last month brought perfect sailing conditions — sunny, warm(ish), and mellow breezes — everyone jumped at the chance to 'get out the boat'.

But it appears folks didn't forget basic safety in their rush to get out on the water. If you look carefully at the following photos, you'll notice a trend that we're happy to see — nearly all of the sailors pictured are wearing PFDs.

It appears all the public outreach over

the last several years has been working — and good thing, too. At least three MOBs were saved by fellow boaters just last month thanks to their PFDs, but two others weren't so lucky. (Read about them in *Sightings*.)

Some sailors, such as famed French sailor Eric Tabarly, might gripe about feeling restricted when wearing a PFD. But we remind them of Tabarly's fate: while sailing at night with friends off Wales in June '98, the gaff on *Pen Duick's* lowered main knocked him

overboard. His body was found a month later. We often wonder if, as he watched his boat sail away, Tabarly regretted his decision not to wear a PFD. It's certain that his wife and young daughter did.

So the next time you're out on the boat taking advantage of a little nice weather that happens our way, think about all the people in your life who would miss you if you didn't come back from that quick daysail. Then strap on, clip in, and enjoy the ride.

— **latitude 38**/ladonna

— A WARMING TREND



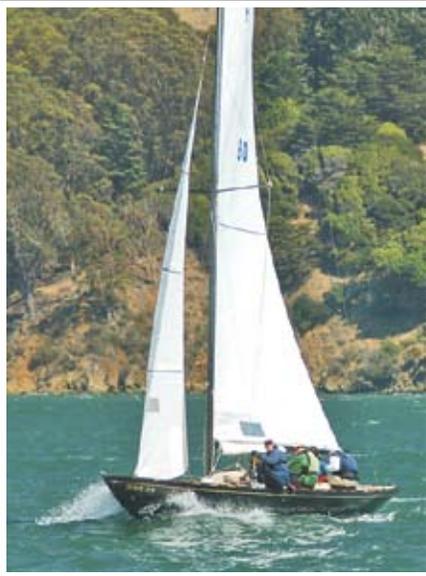
'Bonkers' for fun in the sun.



EYE ON THE BAY



— A WARMING TREND



The loveliest summer we ever spent was an autumn on San Francisco Bay — Left to right, top to bottom: 'Dark and Stormy' running in the red; the lovely lady 'Diana' shows grace under pressure; 'La Gatita Mojada' gets wet off Angel Island; all you need to make a day great are sunny skies, a nice breeze, and some good friends; days like this were meant for playing hooky; the crew of 'Island Girl' doesn't need no stinkin' island to enjoy a day onboard; 'Dancer' and 'Susan Kay' do-si-do on Richardson Bay; Spaulding Wooden Boat Center's 'Polaris' is so photogenic, we just had to use two shots of her looking good; she may love it but the boys are the ones having all the fun on 'She Loves It'.



SEASON CHAMPIONS, PART I

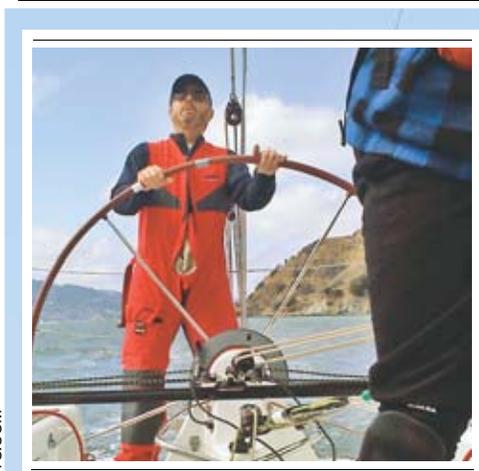
Nothing says "summer's over" like the arrival of the rain and the end of daylight saving time. Both of those things have happened, which means it's also "game-over" for the summer sailing season.

But we're never ready to let it go, so every year at this time, we take a moment to highlight those who've put in the time and effort necessary to win their season series. This month we look at winners from the Yacht Racing Association of San Francisco Bay's (YRA) Handicap Divisions Association (HDA), Party Circuit (PC), and Offshore Yacht Racing Association (OYRA) as well as the SF Bay IRC Association. All but the latter are run under the auspices of YRA, which in addition to organizing all its own events, provides essentials for all the Bay's yacht clubs — like event scheduling, PHRF ratings, and the over 800 Coast Guard permits issued each year for racing events held on the Bay.

In only its fourth year of existence, the Party Circuit continues to be the YRA's top draw. Encompassing three weekend events, the Circuit starts with the Great Vallejo Race in May, moves on to the Encinal YC's Second-Half Opener at the end of July, and finishes at the Corinthian YC's Season Closer in late September. Featuring a range of racing types — Vallejo, a point-to-point, the Second-Half Opener, roughly long windward-leeward races/Bay tours; and the Season Closer, a combination of the latter plus a pursuit race — the Circuit has won racers over.

"We like the Party Circuit for the long downwind races (great spinnaker work) and the Saturday night parties after a long day of racing," said Party Circuit SF 180 winner Mike Kastrop. "We get a chance to mingle with the other fleets. We also enjoy chatting with our friendly rivals in the SF180 fleet! The yacht clubs that host the Party Circuit do a fantastic

'Head Rush' all lit up during an HDA race.



ALL PHOTOS THIS PAGE ERIK SIMONSON/WWW.H2OSHOTS.COM

job of welcoming a big crowd."

While its numbers have receded in recent years, and — like any other race that goes past Pt. Bonita — its events are now subject to the more stringent EPIRB and reporting requirements instituted by the Coast Guard this year, the OYRA continues to get good turnouts. The season standings don't reflect the number of single-race participants (always up in a Pacific Cup year), but they do show that perhaps most importantly, ocean racing keeps getting new converts every year. One of those was PHRO 3 winner Aaron Kennedy.

"To be honest, I think as a skipper I was getting a little burned-out with the usual buoy racing: upwind/downwind, spinnaker up/spinnaker down, the same old marks over and over again," Kennedy said. "I really enjoyed the challenge of something

Spread, typically close HDA racing; inset left, Chris Corlett drives 'Split Water' downwind offshore; inset right, diggin' deep.

new and different. Racing in the OYRA also helps prepare us for some longer ventures hopefully in the near future."

Under pressure from an ever-expanding schedule of yacht club events and the same down economy that has people working more hours for less money — or not working at all, as the case may unfortunately be — the HDA has seen a drop in entries over the last few years. The good news is that the HDA had some of the most consistent participation among its various divisions. Still, its adherents are steadfast in their support, appreciating the chance to race around the buoys in these tightly-banded divisions.

Although the St. Francis YC's Rolex Big Boat Series has been using it as its handicap rule now for a few years, IRC seems to be having a hard time making inroads into Northern California, with steadily declining participation for every regatta except for the RBBS, which keeps going from strength to strength. The large rating spread in the roughly 10-boat fleet has meant a challenge for



— OYRA, PARTY CIRCUIT, HDA, IRC



Cal 34-1, Val Clayton; 2) **Siento El Viento**, C&C 29, Ian Matthew; 3) **Boondoggie**, Ranger Fun 23 ODR, Kris Jensen. (7 boats)

PC 198+ — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Latin Lass**, Catalina 27 IB, William Chapman; 3) **Sagitta**, Islander 28 SM, Walter George. (4 boats)

PC D (SF 30) — 1) **Shameless**, Custom Schumacher 30, George Ellison; 2) **Ione**, J/30, Peter Jermyn; 3) **Audacious**, J/29 FOB, Scott Christensen. (6 boats)

PC SINGLE/DOUBLE — 1) **Rambler**, Cal 20, Mike Farrell; 2) **Stink Eye**, Laser 28, Jonathan Guttoff/Christine Weaver; 3) **Nancy**, Wyliecat 30 OB, Pat Broderick. (7 boats)

PC NON-SPINNAKER — 1) **Kind of Blue**, Hanse 370, Michael Gregg; 2) **Ulmer Spatz**, Pearson 26 OB; 3) **Rascal III**, Pearson 28 Triton, Norman Thomas. (5 boats)

PC EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Wile E Coyote**, Dan Pruzan; 3) **Light'n Up**, Karl Gillete. (6 boats)

PC ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Captain Hooke**, Tom & David Newton; 3) **Pacific High**, Harry Farrell. (8 boats)

PC SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Tchoupitoulas**, Stephen Buckingham; 3) **Kelly Shawn**, Leah Pepe. (3 boats)

PC MULTIHULL — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Adrenaline**, Modified D-Class Cat. (2 boats)

PC J/105 — 1) **Yellowfin**, Kurt Olsen; 2) **Racer X**, Phil Laby/Rich Pipkin/Mary McGrath. (2 boats)

HDA (6r. 1t):

HDA SF 30 — 1) **Topgallant**, Tartan 10, Jim Lindsey; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Elusive**, Olson 911S, Charles Pick. (4 boats)

HDA G SPORTBOATS — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **Ilex**, Viper 640, Ike Van Cruyningen; 3) **JetStream**, JS 9000, Dan Alvarez. (6 boats)

Bashing around the slot is always fun!

phone number has remained the same, but the new address is: 1070 Marina Village Parkway, Suite 202-G, Alameda, CA, 94501. The email address, as always is info@yra.org.

Next month we'll take a look at the One Design Classes with the exception of the WBRA, which follows in the January issue along with the winners from the Singlehanded Sailing Society, the Bay Area Multihull Association and some of the more popular dinghy classes. Until then, enjoy!

— **latitude/rg**

MORE CHAMPIONS:

OYRA (12r. 2t):

PHRO 1A — 1) **Ocelot**, Fox 44, Kevin Flanagan/Greg Nelsen; 2) **Deception**, SC 50, Bill Helvestine; 3) **Emily Carr**, SC 50, Ray Minehan. (5 boats)

PHRO 1 — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **War Pony**, Farr 36 OD, Mark Howe; 3) **Bloom County**, Mancebo 31, Charles James/Jon Stewart. (6 boats)

SHS (SHORTHANDED) — 1) **Moonshine**, Dogpatch 26, Dylan Benjamin; 2) **Zsa-Zsa**, 1D35, Stan Glaros; 3) **Galaxsea**, Nauticat 43.5, Daniel Willey. (8 boats)

PARTY CIRCUIT (6r. 1t):

PC BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Ay Caliente!**, Aaron Kennedy; 3) **Bufflehead**, Stuart Scott. (3 boats)

PC K — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Uno**, Wyliecat 30, Steve Wonner; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (7 boats)

PC M — 1) **Gypsy Lady**,

the smaller/slower boats and a Pac Cup year meant that many of the likely bigger/faster boat candidates were either preparing to sail, or sailing, to Hawaii during the meat of the season. All it will take is a few more boats before the divisions can be split and a smaller rating band will come into play.

As much as we'd like to, we simply don't have the space to get to every single division winner. So as difficult a decision as it was, we decided that given the numbers of boats involved in each series, the Party Circuit would get four write-ups while HDA and OYRA would get two apiece and IRC one. We then chose which divisions to profile based on one factor, imperfect as it may be: the number of individual races sailed by the division's entrants throughout the season. Based on that metric we chose the divisions you see in the following pages.

If you need more information on any of these series, the best place to look is on the YRA's useful website at www.yra.org, and for IRC, www.sfbay-irc.org. Don't forget that after many years in Fort Mason, the YRA office is now located in Alameda. The (415) 771-9500



SEASON CHAMPIONS, PART I

OYRA PHRO 2

Split Water — Beneteau 10R



Dave Britt Richmond YC

By weekday, David Britt is a professor in the chemistry department at UC Davis who researches using sunlight to split water molecules for electricity — the origin of the boat's name. Due to its proximity to Davis, Britt started sailing ten years ago at Vallejo YC, where he still sails Wednesday nights. Toward the end of that time, he picked up a J/24 to learn, "all the stuff you don't learn when you're crewing on someone else's boat."

From there it was onto the Beneteau 10R. In his first full season, he crushed his division by a ten-point margin with a core crew that combined Chris Corlett, Corlett's son Jesse, Greg Paxton, and three of Britt's current and former PhD students: Val Lulevich, Greg McAlpine and Trevor Gurley.

"Chris has been involved heavily, which made a big difference," Britt said. "I bought the boat from Passage Yachts and he's sailed with me quite a bit. It's been a great opportunity to learn from him and the guys he's been sailing with for a long time."

The younger Corlett, a rigger at Hansen Rigging in Alameda, worked on improvements in the boat's rigging while the elder supervised the sail inventory.

"Four kites is all we need," Britt said. "We added a bobstay to the bowsprit so we could carry a code zero. On the Half Moon Bay Race, we were able to carry it immediately while everyone else was working farther out so they could get their conventional kites up. We sailed by everyone."

2) **X-Dream**, X-119, Steen Moller; 3) **Tesa**, Catalina 42 1/2, Steve Haas. (7 boats)

OYRA PHRO 3

Ay Caliente! — Beneteau 36.7



Aaron Kennedy Richmond YC

Aaron Kennedy has been racing his Beneteau 36.7 *Ay Caliente!* for what's been a pretty successful four years.

"We've been the bridesmaid several times, so this season is a real treat for us," he said.

This Richmond-based sailor — a partner in a financial planning firm — took his division in only his first full season doing the ocean races.

"We did a few single races last season like the Spinnaker Cup, Farallones and Lightship which whetted our appetite for the ocean series," he said. "We put a lot of training into MOBs, boating safety — 4 out of the 6 crew have Safety at Sea certificates — and Don Krafft, our main trimmer, has circumnavigated. Everyone pitched in with boat prep, meals, weather routing and navigation. It was a true team effort!"

Kennedy hasn't wasted any time since taking up the sport later in life (he grew up in a "water-skiing family" on the Delta). Since late '06 the boat has sailed well over 250 races! A core crew of regulars including Adam Watts, Jack Pflueger, and Krafft have sailed on the boat for several seasons and were joined this year by newcomers Tracy O'Neil and Andrew Zaeglein.

"I could write a book about how much they contribute," Kennedy said. "It's like a family aboard *Ay Caliente!*. At the end of the day, we have a great time together. We've adapted the Richmond YC club's motto to read, "this boat was built for fun!"

2) **Ohana**, Beneteau 45f5, Dean Hocking; 3) **Red Sky**, Olson 34, Brian Boschma. (8 boats)

PC G

Jeannette — Frers 40 1T



Henry King Berkeley YC

Henry King's Frers One Tonner *Jeanette* is one of a dying breed, the IOR battlewagon of days past.

But she's still got the wheels, as proven by her one-point win in PC G over perennial rival John Clauser's *Bodacious*, which is also a fast classic.

"My first brush with things nautical started when I was given a copy of National Geographic's *Men, Ships and the Sea*, which got me charged up enough to attempt a Thistle build in my parent's garage," King said. "I eventually learned to sail in the family El Toro on Lake Merritt and apart from some dinghy sailing in Kansas have been sailing out of Berkeley since the late '70s."

"Winning the division was definitely not the goal at the outset," he said. "Sailing the Party Circuit was a way for me to crawl out of the dark psychic funk of Big Boat Series disasters, after which I essentially stopped racing. So, I don't have a team now, nor a 'program.' This year I decided to relax and just enjoy sailing this dated beauty with whichever of my many dear sailing friends were available."

Those dear friends included helmsmen Mark Witty and Aaron Lee, main trimmer Richard Reitmeyer, pitman Tom Nemeth, trimmer Stan Morris. King wears the hats of runners, trim and tactics.

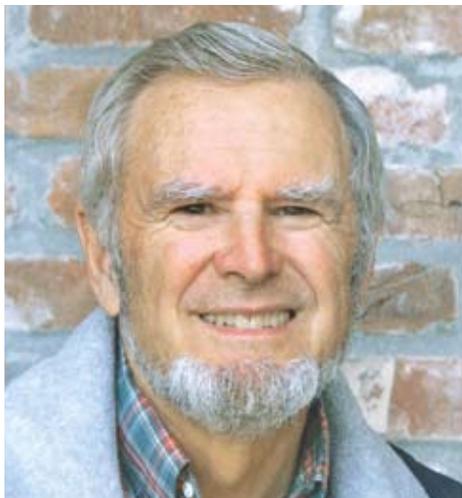
"The Party Circuit schedule is remarkably low pressure," King said. "Especially for one who's beginning to think a Hylas 47 is not so ridiculous after all."

2) **Bodacious**, Farr 40 1T, John Clauser; 3) **Quiver**, Nelson N/M 36, Jeff McCord. (10 boats)

— OYRA, PARTY CIRCUIT, HDA, IRC

PC H

Always Friday — Antrim 27



John Liebenberg Richmond YC

John Liebenberg first started racing in the now-defunct Midget Ocean Racing Association back in '65 on an Islander Bahama, a boat that's about as different as you can get from the Antrim 27 he regularly wins with these days.

With *Always Friday*, Liebenberg always seems to be out in front of the pack, whether it be in the Party Circuit, or the OYRA, where he also claimed top honors in PHRO 1, scoring five bullets in the 12-race series — in the one way to Half Moon Bay, Lightship 2, Southern Cross and Junior Waterhouse races — and finishing four points ahead of the competition despite using his two throwouts on DNCs at the beginning of the season.

In the Party Circuit, Liebenberg finished six points ahead of runner-up Daniel Thielman's *Kuai*, while scoring three bullets — one on the way to Vallejo, and two during the Season Closer — in the six-race series.

He did it in what was probably the most competitive division this year. Complementing the bullets was a second and a third. Not too shabby in the one-throwout series.

The retired engineer has been sailing *AF* for around 11 or 12 years now after stepping up from an Express 27 named *Friday*.

Liebenberg's winning ways have rubbed off on his son David, who along with Santa Cruz's Max Fraser, has won the 29er North Americans multiple times and is always at the top of that class.

2) *Kuai*, Sabre 386, Daniel Thielman; 3) **Two Scoops**, Olson 34, Chris Longaker/Greg Wright. (14 boats)

PC J

Baleineau — Olson 34



Charles Brochard Richmond YC

Winning Party Circuit J was no walk in the park for Charles Brochard and his crew aboard the Richmond-based Olson 34 *Baleineau*. Going into the final weekend of the season, they were tied on points with eventual runner-up Peter Cook's Ultimate 24 *For Pete's Sake*.

"We knew we were in for a long battle after the Vallejo Race weekend when they took two bullets," Brochard said. "We didn't realize until the morning of the last race day that we were tied and the tie breaker was based on who beat whom in the final race. That made for some interesting tactical decisions trying to catch them in the pursuit race."

Brochard, a biotech professional who started racing on a Victory 21 while still in high school, before graduating to a Santana 22, an Olson 25 and now the Olson 34, closed out the final weekend with a pair of bullets to take the season title with the help of a core crew.

Baleineau is staffed by a group of regulars that include Brochard's wife Candace, "who fuels us with Scharffenberger brownies and keeps things from getting mixed up during spinnaker sets," his son Colin, grinder Ralph Abadir and spinnaker trimmer Paul Heilman, plus foredeck Dave Adolphs. Main trim and tactics are taken care of by Karl Matzke or Jens Jensen.

"Handicap racing is all about keeping the boat moving to its potential as much as possible," Brochard said. "The important thing is to have fun doing it."

2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Iolani**, Hughes 48, Barry Stompe. (9 boats)

PC SF 180

Goose — Catalina 30



Mike Kastrop South Beach YC

For Mike Kastrop, winning PC SF 180 on a countback didn't come without some extremes.

"We got stuck in the mud leaving the Napa River Channel on Race 2 of the Vallejo Season Opener, and had to abandon the race," he said. "On the other hand, we totally aced the first day of the Corinthian Season Closer, correcting out ahead of every other boat participating in all of the divisions!"

Kastrop — a Peninsula-based architect who notably designed the building that houses the South Beach YC — said he started racing in Southern California at the age of 12, and has been racing ever since on everything from dinghies to 60-footers in everything from club races to the Rolex Big Boat Series to coastal races. His wife Lorianna "learned to sail when we got married in '84 so that she wouldn't be a 'sailing widow' and has been racing ever since. Their kids Jack and Clint grew up sailing on *Goose* and have sailed at the national level.

In addition to Lorianna, Jack and Clint, *Goose's* crew includes Mark Hensley, Ramelle Ruff, Alex Kononoff, Tom Hawkins and Jeff Bruton.

For the Kastrops, who Mike said are "hyper-competitive in a friendly and fun-loving way," sailing plays a bigger role than just competition.

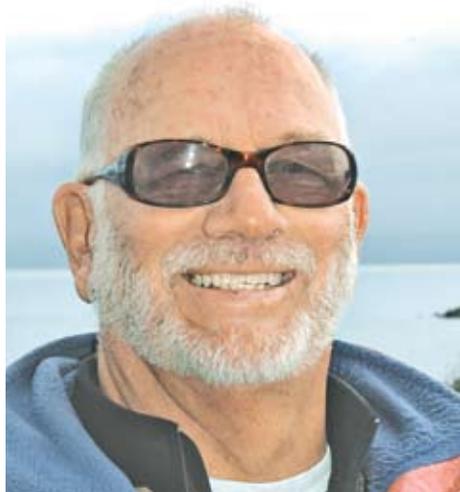
"We bought *Goose* in '98 when Jack was 8 and Clint was 5," Kastrop said. "It's our family bonding activity and our favorite vacation is bareboat chartering."

2) **Huge**, Catalina 30, Houlston/Woodruff; 3) **Starkite**, Catalina 30, Laurie Miller. (9 boats)

SEASON CHAMPIONS, PART I

HDA G

Mintaka 4 — Farr 38 mod.



Gerry Brown
Berkeley YC

To say that Gerry Brown has a long history in the Bay's racing scene is an understatement. The former YRA chairman and HDA president has been racing here constantly for the last 46 years.

In that time, the retired computer programmer has amassed an enviable record including six Pearson Triton fleet championships, eight Newport 30 fleet titles and now a ninth HDA season win.

Armed with only his modified Farr 38 *Mintaka 4* and a core crew that's been sailing with him for years, Brown got down to business once again this year.

That consistency isn't limited only to *Mintaka 4*'s boat speed; a look at Brown's core crew and the number of years they've sailed with him tell a more complete story: Tom Ranweiler (29 years), Bruno Carnovale (28 years), Hank Melin (27 years), Joe 'Rocky' Rockmore (22 years), Dave DiFalco (9 years) and Bob Gardner (7 years).

This year Brown also had some fill-ins in Gari Ruggles and Donald Inouye. After so many years of sailing together, you'd wonder if these guys ever get tired of seeing each other. Not so, according to Brown.

"Each race is more like a family reunion," he said.

At 75-years-young, Brown still dives *Mintaka*'s bottom himself before every race, and he never stops looking for an edge; one change he made this year:

"We took a three-second hit and bought a new 155% this year. It greatly improved our performance in light air."

2) **Yellowfin**, J/105, Kurt Olsen; 3) **Two Scoops**, Olson 34, Chris Longaker/Greg Wright. (6 boats)

HDA K

Can O' Whoopass — Cal 20



Richard vonEhrenkrook
San Francisco YC

A Cal 20 with a trapeze? That's what Richard vonEhrenkrook's weapon of choice was to win HDA K. His *Can O' Whoopass* is a familiar sight on the Bay, with wireman Paul Sutcheck, an old friend whom vonEhrenkrook introduced to sailing two years ago, handling the front of the boat.

"After a kite set, while I have the helm and all the strings, there is no one I have ever sailed with who can put the cockpit in order and crack two beers faster," vonEhrenkrook said. "I wouldn't go racing without him; he's a perfectionist."

The San Francisco YC member got into Cal 20s in the early '80s, racing with Charles Gay and Ross Craig. He grew up in Marina Del Rey where he taught sailing for the City of Los Angeles, and "held the world speed record for Hobie 16s for about 6 months in 1973."

"The *Can* is my third Cal 20," vonEhrenkrook said. I don't know why, other than that they're really cost-effective."

HDA K wasn't the only series vonEhrenkrook and Sutcheck won; they also took the Party Circuit SF198+ title. In addition, the pair were first overall on Saturday in this year's Vallejo Race, second monohull overall in the SSS Corinthian Race and first overall in the OYRA Drake's Bay 2. They took the '10 Berkeley YC Midwinters Champion of Champions for the second year in a row, and helped bring home the Aotea Cup — the Corinthian YC Midwinter Club Challenge trophy along with Glenn Isaacson's *Q*, and Hank Easom's *Yucca*.

2) **Gig**, Humboldt 30 IB, Gilbert Sloan; 3) **Ahi**, Santana 35, Andy Newell. (6 boats)

IRC

Soozal — King 40



Dan Woolery
Richmond YC

Dan Woolery and his Pt. Richmond-based King 40 *Soozal* dominated the Bay's IRC scene, as they have in the two years since the boat was launched.

Woolery has recruited a who's-who of sailing talent from the region with the help of project manager Scott Easom. With the help of guys like tactician Robbie Haines, Gary Sadamori, Greg Felton, Chris Lewis, Dave Gruver, Matt Siddens, Andy McCormick, Pete McCormick and Hogan Beatie, *Soozal* won every single IRC regatta this year. That run also included the West Coast IRC Championship at the Rolex Big Boat Series.

Although attendance at IRC regattas was down this year, with three of the events having only about six boats show up, the competition was much closer. Unlike the previous year, there were other boats winning races in '10. That was due in part to a rating hit taken by the boat when the rule's secretive VPP was changed to discourage the use of the push-button electric winch systems that Easom pioneered in this size range.

Now, Woolery — owner of a fresh foods company that makes "wet" salads for retail — is planning on putting the dual-purpose nature of the rule to the test with *Soozal* — named for his wife Susan's nickname.

"We got a slip down in Dana Point, so the boat is going to get a coat of bottom paint, the roller furling gear will go on and we're going to do some cruising in Southern California over the winter," Woolery said.

Prov. 2) **TNT**, Tripp 43, Brad Copper; 3) **Swiftsure**, Schumacher 54, Sy Kleinman. (12 boats)



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One day _____ decided to take his _____, the _____, out for a sail
MALE CELEBRITY SAILBOAT MODEL ADJECTIVE NOUN
 on San Francisco Bay. Conditions at first were _____, so he _____ headed for Raccoon Strait. Af-
ADJECTIVE ADVERB
 ter dodging a ferry loaded with hundreds of _____ bound for the City, he turned on his
ADJECTIVE PLURAL NOUN
 _____ and headed toward Alcatraz. As he sailed by the Rock, he noticed _____ waving
ELECTRONIC DEVICE FEMALE CELEBRITY
 _____ just off his bow. When he pulled her aboard, she looked like a wet _____ . She flung her
ADVERB ANIMAL
 _____ around him and whispered, "You're my hero. Wanna _____?" Instead, they kept sailing. As
PLURAL BODY PARTS VERB
 the sun was setting, our hero returned to the dock to find a crowd of _____ waiting for him. Larry
PLURAL NOUN
 Ellison, looking like a _____ victim, _____ forward, handed him a(n) _____, _____ mug, and
SERIOUS INJURY PAST TENSE VERB ADJECTIVE ADJECTIVE
 said, "Congratulations! You just won the _____!"
MAJOR SPORTING EVENT

THE END.

MAX EBB

"You want me? To do foredeck? Surely you're joking."

But she wasn't joking, and she really did want me to do foredeck for a day.

The boat was a little smaller than my own, and therefore not particularly intimidating, load-wise. But it'd been years since I'd been in front of the mast on any race boat, including my own, and on bigger boats I'm seldom allowed forward of the traveler after the race starts.

"There's nothing to it, Max," Lee Helm tried to assure me. "And you're the most experienced foredeck crew on board."

"But I'm the wrong body type to be on the bow of a boat this size. Can't one of your college friends do point?"

"They're all newbies," she explained.

How had I gotten myself into this mess? Lee Helm, a grad student and a great crew, seems to be getting less and less available for crewing on my boat. In the summer, she'd rather be windsurfing, and in the winter she's usually more attracted to lighter and faster boats than my aging racer-cruiser.

But for this race the owner was out of town and left Lee with the con. It was a trade: I crew for her this weekend, she crews for me next weekend. And I had agreed to this without ever reading the fine print: It was a boat full of beginners, mostly Lee's college student friends, and I was charged with doing foredeck and giving sailing lessons while Lee was to win the race for the absentee skipper. If I could keep things untangled, that is.

"Okay," I sighed, resigned to my fate. "Where do they keep the spinnaker sheets? And do we need to re-pack any of the chutes?"

"Strings're already run," Lee advised. "And the chute's in the launcher. We're

like on my boat? I think I still understand how that works."

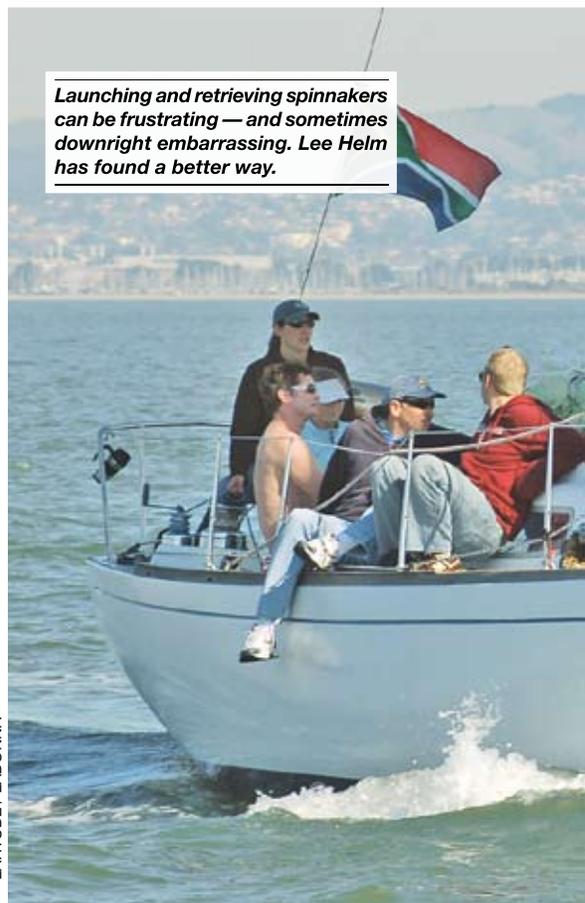
"That's so last-century," Lee answered. But she was distracted by some questions about rigging the jib sheets before she could explain, leaving me to explore the front half of the boat on my own.

This foredeck did have some unusual features. First and foremost was the great big hole in the forward hatch, which I discovered the hard way — by falling in. It was disguised by what I first thought was a spray dodger of some sort over a normal hatch lid, but there was no solid surface underneath it and I sank in up to the knee.

"Mind the hole in the foredeck," shouted Lee, just a little too late.

Hiding this hole was a large dry-bag, one of those waterproof gear bags with the roll-up seal at the top. The bottom end of the dry-bag was firmly attached to the foredeck hatch via a ring of bolts and a circular gasket, squeezing the fabric between the hatch cover and the gasket. A hole had been cut in the bottom of the bag to match the hole in the hatch cover.

This essentially created a cloth stove-pipe on the bow, with a roll-up top. Three lines, which I determined were the two spinnaker sheets and the halyard, led out of the bag. The whole thing was folded flat on the deck, held down by shock cords to the toe rails on either side. It was not



thing was already hooked up.

Meanwhile the boat had started to move, without anyone's starting the engine. Lee and her crew had cast off and were sailing out of the harbor when I finished inspecting how things were rigged down below.

"Looks like we're ready to set," I informed Lee. "Just give me some warning when you want the pole, if you think you can handle my weight on the bow when we're going upwind."

"We'll keep it simple and, like, set the pole after the spinnaker," Lee explained. "That way we don't have to worry about which side the strings are rigged, and no weight's on the bow till after we round."

"A floater set, with first-time sheet trimmers? Are you sure about this?"

"It's the easy way," she insisted. "And I have a secret exercise to bring the trimmers up to speed."

"Which jib do you want on deck?" I asked.

"Tee up the 150," she decided. "But be really careful not to put the jib between the spinnaker sheets and the spinnaker halyard. All three strings have to come out of the same hole in the rigging."

"Of course," I said as I found the big jib and asked another crew to help me snake the long sausage bag out of the cabin and up to the foredeck.



Lee's dry bag spinnaker launcher at the ready to launch (left) and receive (above).

a bad solution to an old problem: How to let sheets and halyards go through the deck while keeping the water out.

I moved aft, entered the cabin and found my way forward to the underside of this contraption. The spinnaker sat in a plastic laundry bag tied in place on the V-berth, right below the hole in the hatch. Every-

— DOWN THE HATCH



We arrived at the starting area comfortably early, and Lee began her trimming drill.

"Ready for a set!" she ordered while we were still beating upwind, on port tack. I unclipped the elastic tie-downs that kept the dry-bag top rolled up. "Pole on port side?" I asked.

"No pole, this is floater practice."

There wasn't anything to hook up. Lee turned the boat down to a very deep run, I hauled in on the halyard, and the sail fed out of the launcher. After a little coaching, and a little 'human spinnaker pole' on my part to help hold the aftergyuy out from the centerline, the trimmers had the sail flying nicely.

After just a few seconds Lee called for the spinnaker to come back down.

"Do we gather under the boom and then re-pack?" I asked. "I don't see how we can get it to go back into that bag from above, unless two of us hold it open."

"Turn it inside out," she said. "Just push the whole bag inside the boat."

I did as instructed, and that's when I noticed that there was still a line running through the bag and up to the clew of the sail. It looked suspiciously like the tail of the spinnaker halyard. We now had a nice big hole in the foredeck with the stove pipe extending under the deck

instead of above it, and a retrieval line running from the spinnaker, through the hole, and out to the companionway. Lee had one of the new crew stand in the companionway, ready to pull the sail back into the boat by the halyard tail, while I let the halyard down just slowly enough to keep it dry.

It worked fine, except that the crew kept pulling on the retrieval line, then on the sail, and by the time we told him to stop, both sheets had been sucked out of their turning blocks, up to the bow and down the hole.

"Next time, stop as soon as the sail is inside the boat," I advised.

We sailed upwind while I re-rigged the sheets, then did the same maneuvers. This time we reset

almost immediately after the douse. And after about 10 of these set-douse-set cycles, including heading up to a beat and back down to a run, the crew was getting pretty good at it.

"One more exercise," said Lee after positioning the boat well upwind of our starting area. "This time we'll pull the jib down after the spinnaker's up." She assigned a featherweight woman from her math class to actually pull the jib down

at the pulpit, with me coaching her from aft on how to pull it down by the luff tape, how to use the elastic tiedowns to hold it on deck, and how to re-load the tape into the pre-feeder and luff groove.

That part was easy, but then, with the spinnaker free-flying just fine, Lee asked me to let the halyard out 10 feet. Then another 10 feet. Then finally another 10 feet, so the head of the sail was flying a full 30 feet away from the masthead.

"Don't try this at home unless the boat is in its berth or anchored by the stern," she advised. "But it's, like, the only way to really teach crew how to control a free-flying chute. It works a lot like a stunt kite, only with three strings."

I had to do some emergency halyard jumps and Lee had to make some emergency sharp turns to keep from running over the sail when they got it wrong. But after half an hour of this game they were trimming like experts. They could practically write their names in the sky by moving the sail up, down or sideways on command.

"There's no other way to learn this," Lee remarked.

"Reminds me of that quote about picking a cat up by the tail," I said.

Lee eventually decided that the crew had achieved "cognitive purchase" and, with the spinnaker safely back in the launching tube, she declared practice officially over.

"But Lee," I protested. "We never did any jibes!"

"Heck, jibes are easy compared to leeward marks," she explained. "But everyone totally wants to practice jibes instead of leeward marks because you have to re-pack after each leeward mark drill. Unless you have a rig like this. I mean, if the crew is good at free-flying, they won't have any trouble with the jibe."

"Will you want me to do the pole?" I asked.

"One of the newbies can handle it with a little coaching.

If the trimmers put the spinnaker in the right place, the pole is really easy."

We beat back to the starting line for what proved to be a fairly successful and pleasantly uneventful race.

And if I say so myself, I did a great job as foredeck. Mainly because I never once had to leave the cockpit.

— max ebb

"No pole, this is floater practice."

BAJA HA-HA PROFILES, PT III —

As you read this, the largest Baja Ha-Ha rally fleet ever is headed south in pursuit of sunny skies, sweet sailing and relaxation, having set sail from San Diego on October 25.

The folks you'll meet in this final installment of fleet profiles were the last to sign up. Some, in fact, didn't register until the very last minute. Why? We suspect at least a few of them were trying to complete their pre-departure 'to do' list before committing to the cruise, not realizing that a cruiser's to do list never ends. At some point you simply have to say, "Good enough," throw off the docklines and head out.

As we've been told time and again, one of the best things about joining the Ha-Ha is that it gives entrants a concrete deadline when they are finally forced to end their procrastinating — which otherwise might have continued for years.

If you're interested in following the fleet's progress, we hope to post reports and photos several times during the 750-mile rally on 'Lectronic Latitude' (at www.latitude38.com). And we'll follow up with a full-blown recap in our December issue. Here then, are the stragglers of the Ha-Ha Class of 2010.

Neener³ — Catalina 42

The Grygier Family, Richmond

Quote: Mom and dad, Patti and Jan, say they're looking forward to "a big adventure while Valencio, 14, and Tino, 13, still have some respect for us as parents . . . cutting that one a bit fine, perhaps."

Mamabird — Island Packet 380

Colin Honess & Sharon Squire Sausalito

Quote: "Another day in the office is just fine when your office is swinging on the hook in a beautiful Mexican anchorage."

Tapestry — 34' Farrier Command **Rich Pearsall, Ventura**

Quote: "We're going to be dead a long time . . . go cruising now!"

Marquesas — Islander 34

Victor Niebylski, Emery Cove

Noteworthy: Victor, a professional chef, claims that it cost more to prepare for the Ha-Ha than the boat's worth.

Wild Rose — Robb 35

Don & Kathi Feher, Long Beach

Quote: "This Ha-Ha marks 30 years to the month since our last cruise that took us to England, France and the Mediterranean."

Safety Cat — Gemini 3000 cat **The Ratto Family, Alameda**

Noteworthy: Nick, a Singlehanded TransPac vet, and Andrea named *Safety Cat* after six-year-old daughter Pari's superhero best friend . . . "Who's a cat. That can fly."

Aunt Sur — Shannon 38 cutter **Fred Coulter, Morro Bay**

Noteworthy: Fred just sailed *Aunt Sur* back to California after a trip to Hawaii. He'll head to La Paz after the rally.

Scout — Jeanneau 52.2

The Becker Family Whitefish, MT

Noteworthy: Parents Charlie and Lisa are looking forward to making lifelong memories with kids Nick, 14, Autumn, 11, and Jory, 16 months.

Lady Ann — Irwin 37

Joel & Vivien Hoyt San Francisco

Noteworthy: The Hoyts will be accompanied by Sheila, a 14-year-old American Eskimo dog, and Juliette, a 13-year-old Umbrella cockatoo.



Vivien and Joel are heading out on 'Lady Ann'.

Defiance — Swan 56

Peter & Peggy Noonan Newport, RI

Noteworthy: This will be the Noonans' sixth run down Baja but their first Ha-Ha. "We never had time to stop before."

Dream Chaser — Beneteau 350

Jeffrey Bissell & Robert Valentine Berkeley

Noteworthy: *Dream Chaser* will ultimately cruise the Sea and Gold Coast before ending up in P.V.



So Inclined — Catalina 36

Mike Borer, Oceanside

Noteworthy: The Ha-Ha is the first leg of an open-ended cruise for Mike. "A great start to a great adventure!"

Corvidae — Island Packet 38

Steve & Nona Larson Portland, OR

Noteworthy: The Larsons are looking forward to meeting other like-minded sailors.

Philosophy — Southern Cross 39

Kim Philley, Seattle, WA

Quote: A retired tug operator, Kim says: "I'm going cruising and I haven't decided where I'm going or when, but I'm going until I'm too old to go anymore."

Wisp — Custom 42

Ron Krelle & Bette Vallerga Cottage Grove, OR

Quote: 2002 vets, Ron and Bette say they're "off to see the lizard . . . again."

Vortex III — Maple Leaf 45

Rowan Walter, Vancouver, BC

Noteworthy: After the rally, Rowan

SAILING TO SUNNIER LATITUDES



Spread: Looking a bit like a parade of Easter eggs, the colorful spinnakers of the fleet light up the horizon. Above: The Moyles wanted to try cruising before their kids got any older.

LATTITUDE / ANDY

plans to head to the Galapagos, then back to the Panama Canal and on into the Caribbean, before eventually sailing to the Med.

TugTub — Irwin 43
Paul West & Pamela Stone
Long Beach

Noteworthy: Paul and Pamela are good people to know — they have floating hot tubs and are eager to share!

Freya — Irwin 52
Cliff Johnsen, Austin, TX

Quote: "This will be my best vacation ever!"

Uncle Tio — Islander 28
John Elder, Humboldt Bay

Quote: "My entering the Ha-Ha signifies to me that I'm truly retired and able to sail south for the winter. At last!"

Dolphin — Islander 44
Skip White, Port San Luis

Noteworthy: Skip plans to cruise Mexico until his return to California via the clipper route next May.

Moshulu — Spencer 42
Gerry Parkhurst
& Gail Jasmer-Wilson
Gig Harbour, WA

Quote: The retired firefighter says, "I've pulled a ripcord 632 times. Might as well go for #633 with the Ha-Ha. So far so good!"

Lardo — Cal 39
Dennis & Mary Lee Millard
Alameda

Quote: "We're going to dine on dorado all the way down!"

Voyager — Catalina 470
Bill Martinelli & Julie Olson
San Francisco

Noteworthy: Bill and Julie have owned *Voyager*, one of seven Catalina 470s in this year's rally, for 10 years.

Shanti — Catalina 42 MkII
Emilio Giese & Cheri Cohen
Friday Harbor, WA

Quote: Emilio and Cheri's attitude toward the Ha-Ha is "Wind in my hair, sun on my shoulders, and spinnakers flying!"

Karina C — Spencer 35
Jay & Anita Bigland
Nanaimo, BC

Noteworthy: Jay and Anita were featured in the October issue of *Latitude 38* in the article 'Passing Through'.



Anita and Jay of 'Karina C' are ready for sun!

Papagayo — Pearson 36
Scot Johnson & Patricia Taylor
San Rafael

Noteworthy: Scot and Patricia know

BAJA HA-HA PROFILES, PT III —

how to pick crew — Rob Barnhill is a mechanic and Kyle Kramnic is a chef!

Gratefulheir — Hudson Sea Wolf 44
Gary Faber, Bandon, OR

Quote: "I've rebuilt this boat and everything is new. The only thing old is me."

Salonah — Cooper Seabird 37
Dave & Donna Simpson
Newport, OR

Noteworthy: Dave and Donna will be sailing with their dog Rocky and cat KeeKee.

Sun Baby — Lagoon 410
Bill & Sue Houlihan, San Diego

Noteworthy: This will be *Sun Baby's* third Ha-Ha, and the Houlihans' second. "We never spilled a drop of wine in '08," they say. "How can you ask for more?"

Star Fire — Islander 41
Bill & Paula Carneal
Long Beach

Noteworthy: After the awards ceremo-

ny in Cabo, Ha-Ha vets Bill and Paula will spend three days relaxing before bashing home.

Lunautica — Moody 46
Mike Lannen & Judy Hager
Biddeford Pool, ME

Quote: '07 vets Mike and Judy say "Did it once. Loved it. Doing it again!"

Concordia — Cape North 43
Craig & Diane Moyle, Carmichael

Quote: "It was time to poop or get off the pot about cruising with our two daughters, Cydney and Hana. With one 'tween and one soon-to-be 'tween, we'll need all the harmony we can muster!"

Ku'u Kaunu — CT 49
Jake Renz & Cindy Friesen
Santa Barbara

Jake's Quote: "I finally got the right first mate."

Emerald Star — Formosa 41
Mike & Wavey Mellor, Coos Bay, OR

Quote: "We weren't planning to do

the Ha-Ha, but we met so many great people going down the coast, we realized they were the sort we'd like to hang out with."

Wendaway — Norseman 447
Mark Schneider & Wendy Beattie
Portland, OR

Quote: "Hope for the best, expect the worst; you'll get what's coming to you."

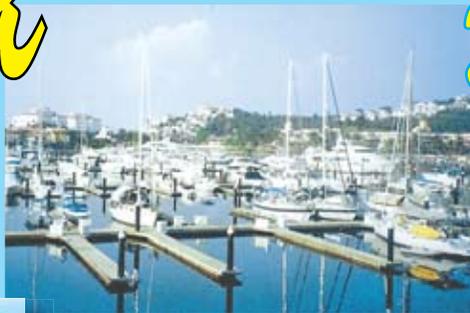
Shalimar — Mariner 40
Ryan & Alex Skadberg
San Diego

Noteworthy: Ryan and Alex spent the last year refinishing spars, replacing rigging, stripping the hull, refastening planks, replacing decks, and installing a new engine. "And after all that, she still married me," says Ryan.

Wayward Wind — Alberg Odyssey 30
John Conser, Costa Mesa

Quote: "I have enjoyed sailing all my adult life," says John. "My ambition has always been to retire on a sailboat and sail to the far off Pacific Islands. Now,

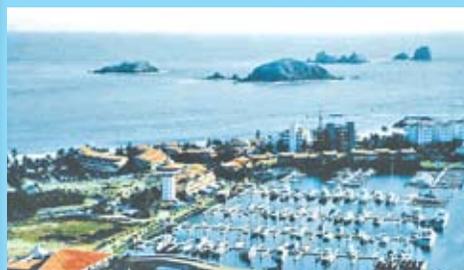
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SAILING TO SUNNIER LATITUDES

in my graying years, I want to share it with my extended family. I have therefore designated *Wayward Wind* as the official Conser Clan sailing boat." John's crew includes his daughter, son-in-law, and nephew.

Off Tempo — Yamaha 30
Brian Lasley & Terry Treibel
Seattle

Noteworthy: Brian and Terry are planning a two- to three-year Pacific Rim circumnavigation after the Ha-Ha.

Talion — Gulfstar 50
Patsy Verhoeven, Portland, OR

Noteworthy: This will be Patsy's fourth Ha-Ha, and once again she's bringing a boatload of friends.

Soule — Cheoy Lee Offshore 40
Kevin Cole, San Francisco

Quote: "It takes effort to have fun. Thanks to my friends who helped with the preparations — especially the varnishing!"

Perfect Pearl — Meridian 580
Greg Peters & Donna Eaton
Arden, NC

Noteworthy: "The Ha-Ha is Leg Two for *Perfect Pearl's* great adventure." Leg One was a cruise to Glacier Bay, Alaska after purchasing her in Seattle.

Greg and Donna of 'Perfect Pearl'.



Fantasy — Freedom 40
Kent Magnell, San Francisco

Noteworthy: Kent has only owned *Fantasy* for two months.

Distant Drum — Beneteau 15.50
Harry Hazzard, San Diego

Noteworthy: *Distant Drum* took — and survived — a direct lightning hit in '07 when 50 miles off San Blas. "It was an experience never to be forgotten," says four-time Ha-Ha vet Harry.

Adios — Columbia 43
Craig Shaw, Portland, OR

Quote: "Landlubbers can have the rat race!"

Sirocco — J/130
Lee Pryor & Cathy Sweet, Oceanside

Quote: "We had such a wonderful time doing the '09 Ha-Ha that we are now addicts and need another fix."

Molly J — Cal 2-46
Jon & Lisa Hansen, Tiburon

Noteworthy: The Hansens say the

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BAJA HA-HA PROFILES, PT III

Ha-Ha is the start of a long-term cruise — "Hopefully 10 or more years," — in which they'll transit the Panama Canal, head to the East Coast, then "wherever the wind blows us."

**Summer — Hallberg-Rassy 43
Ed Bulchis, Seattle, WA**

Noteworthy: Ed first heard about the Ha-Ha at a Seattle Yacht Club dinner.

**Gypsy — Young Son 35 cutter
Neil Coleman & Lisa Goldman
Marina del Rey**

Noteworthy: Neil and Lisa used to keep *Gypsy* in Florida. "Our fourth hurricane, *Francis*, is the one that chased us back to California."

**Perfect Wave — Jeanneau 57
The Wells Family, Seattle, WA**

Noteworthy: The rally is the first leg of a planned circumnavigation for Eric and Dawn, and their kids Whitney and Tommy.

**Formula Won — Beneteau 473
Jim Schmid, San Diego**

Noteworthy: 2009 vet Jim and his son

Charles say they're doing this year's Ha-Ha to raise money for charity.

**Nancy Rae — Catalina 36
Les Heinrich, Kent, WA**

Noteworthy: Les will be sailing with an all-female crew!

**Moontide — Lagoon 470 cat
Bill Lilly, Newport, RI**

Noteworthy: Bill and his all-female crew — "It sucks to be me!" he jokes — will host the Bahia Santa Maria 'Singles Party' for the fifth time. "You just can't have too much fun in life!"

**Meredith — Norseman 535
Richard Owens, Sausalito**

Quote: "After five years of hassling with the Marin Superior Court, my five-year-old son Rocky is with us and learning the wonderment of the sea."

**Tiger — Farr 44
Pat Bloomer, San Diego**

Noteworthy: Aussie Pat plans to sail *Tiger*, which he bought in San Diego six months ago, back home to Oz.

**Easy to Grin — Piver 31AA tri
Dave Panton, San Diego**

Noteworthy: Dave says he and his crew of twenty-somethings are probably the greenest crew in the rally.

**Tinuviel — True North 34
Barry Foster & Kathy Crabtree
Benicia**

Noteworthy: Barry and Kathy say they expect "enlightenment" from the Ha-Ha.

**Kailani — Catalina 400 MkII
Cary & Michele Hansen
Nawiliwili, HI**

Noteworthy: The Hansens retired to California from Kauai (!) to sail to Mexico. "Roger and Di Frizzelle on *Di's Dream* [entry #7] said 'Let's go, it'll be a blast!'," they say.

And that's the last of them. If reading about all these lucky folks makes you envious, well... there's always next year. The dates for Ha-Ha XVIII will be October 23 to November 5, 2011.

— **latitude/ladonna & andy**

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A RECORD-BREAKING FLEET

As you may have heard, this year's 196-boat fleet is the largest in the event's 17-year history! Goes to show, there's no shortage of sailors eager to get out cruising, despite the sluggish economy.

If you're not familiar with the event, let us clarify 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 rally, in addition to all sorts of other hot sailing topics at *Latitude's* three-times-weekly news portal, *'Lectronic Latitude'* (found at www.latitude38.com.)

If you missed this year's rally, no worries. There's always next year. Dates for Ha-Ha XVIII are October 23 through November 5, 2011. Online sign-ups will begin May 2 at www.baja-haha.com.

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Our Mexico-Only Crew List Party and Baja Ha-Ha Reunion in September at the Encinal YC served its purpose by linking dozens of potential crew members with skippers in need of additional watch-standers.

If you missed that shindig and would really like to spend some quality time south of the border, you might still be able to find a ride by visiting our online Crew List at www.latitude38.com. It's constantly updated.

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IMPORTANT DATES

- 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: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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THE RACING

For being a "shoulder season" month, October sure was a doozy when it came to the racing calendar. First up we look at the **Moore 24 Nationals**, the sailing portion of the **Leukemia Cup**, **Belvedere Cup**, **Jessica Cup**, **Wylie Wabbit Nationals** and **Albert T. Simpson Regatta**. Then, it's on to the **Paige/Logan Regatta**, the **Vanguard 15 Fleet 53 Champs**, the **Vallejo 1-2**, the **Women Skippers Regatta**, **BIG Team Regatta**, **Osprey Cup**, and **Latitude 38 Beer Can Challenge**. Have fun and remember 'tis the season for Midwinters!

Moore 24 Nationals

The Moore 24s returned to their ancestral homeland October 1-3 for their Nationals. So did Santa Cruz native Morgan Larson. Sailing for the Hood River YC, Larson brought his cherry *Bruzer* out



Morgan Larson

for the regatta and went home with the regatta title after a tight battle with Scott Easom's *Eight Ball* that saw the two swap places multiple times throughout the eight-race, one-throwout series.

But it was the final swap that sealed the deal for Larson as his purple-hulled Sport Cabin won the final race and Easom was forced to throw-out his 14th-place and keep a tenth from race one. That gave *Bruzer* 19 points to *Eight Ball*'s 21.

Class newcomer Philippe Kahn had a remarkably good finish in *Pegasus-MotionX*, rounding out the top-three, while former multiple national champion David Hodges and Scott Walecka on *Adios* were just four points back. After a 19-point spread, John Kernot's *Banditos* ended up in fifth, cementing his win in the '10 Roadmaster series which finished up October 30-31 at the Great Pumpkin Regatta. The rest of the top-ten was replete with talent and it showed, with sixth through eighth place all tied at 52 points each.

Morgan Larson's 'Bruzer' out in front of the pack at the Moore 24 Nationals in Santa Cruz.



MOORE 24 NATIONALS (SCYC 10/1-3, 8r, 0t)

- 1) **Bruzer**, Morgan Larson, 19; 2) **Eight Ball**, Scott Easom, 21; 3) **Pegasus-MotionX**, Philippe Kahn, 27; 4) **Adios**, David Hodges/Scott Walecka, 27; 5) **Banditos**, John Kernot, 50; 6) **Tortuga**, Caleb Everett, 52; 7) **Moore Irene**, Will Paxton, 52; 8) **Flying Tiger**, Vaughn Seifers, 52; 9) **Paramour**, Rowan Fennell, 58; 10) **Moore Uff Da**, Ben Braden, 72. (30 boats)

Complete results at: www.scyc.org

Belvedere Cup

With match racing's popularity growing by leaps and bounds in the U.S. we're seeing more and more local events springing up on the Bay. One of those, the San Francisco YC's Belvedere Cup is relatively young in its current guise, but with full on-the-water umpiring for the owner-driven J/105s, it's proven to be a draw for some of the top programs on the Bay.

Sailed on the Circle October 9-10, the event brought out six teams for a double round robin that constituted the championship. After 10 races, defending champion John Horsch's *Business Time* wound up the top finisher, taking only one loss, to eventual runner-up Bruce Stone's *Arbitrage*. The latter finished with 6.5 points after winning the countback for third place over Peter Stoneberg's *Yikes!!*.

BELVEDERE CUP (SFYC 10/9-10, 2 round robins)

- 1) **Business Time**, John Horsch, 9-1; 2) **Arbitrage**, Bruce Stone, 6.5; 3) **Yikes!!**, Peter Stoneberg, 6-0; 4) **Racer X**, Phil Laby, 5-5; 5) **Jam Session**, Adam Spiegel, 3-7. (6 boats)

Complete results at: www.stfyc.org

Leukemia Cup Regatta

The Bay's fifth-annual Leukemia Cup Regatta brought 83 boats out to the San Francisco YC October 3 as part of the larger weekend-long event that raised close to \$690,000 dollars for research into blood cancers. Treated to true Chamber of Commerce conditions, the fleet sailed a random-leg Bay tour that took the big boats from the Knox starting area on a 12-mile



ALL PHOTOS THIS PAGE ERIK SIMONSON/WWW.H2OSHOTS.COM EXCEPT WHERE NOTED

course to Harding, down to Blossom and back to the finish off Corinthian YC in about 12-18 knots of wind and sunshine. Race Committee Chair Suzie Moore and PRO Bartz Schneider got the eight handicap and three one design divisions off without a hitch. The Youth Regatta featured the Optimist Green Fleet with PRO duties handled by SFYC Youth Director Forrest Gay. You'll find a full recap of the weekend's activities and the various companies and individuals who supported them in this month's *Sightings* beginning on page 76.

LEUKEMIA CUP (SFYC 10/3, 1r)

- DIVISION 1 (PHRF -30-48) — 1) **Desdemona**, J/120, John Wimer; 2) **Tiburón**, SC 37, Steve Stroub; 3) **Grace Dances**, J/120, Dick Swanson. (10 boats)

- DIVISION 2 (PHRF 51-69) — 1) **Tupelo Honey**, Elan 40, Gerry Sheridan; 2) **Freedom**, Beneteau 51, Robin Driscoll; 3) **Elka**, Olson 40, John Kerslake. (7 boats)

- DIVISION 3 (MELGES 24) — 1) **Wilco**, Douglas Wilhelm; 2) **Personal Puff**, Dan Hauserman; 3)



30 boats showed up for the Moore 24 Nationals hosted by Santa Cruz YC October 1-3 and were treated to vintage conditions in the 'Cruz.

American Lady, Kristian Notto. (7 boats)

DIVISION 4 (PHRF 72-105) — 1) **Good and Plenty**, Soverel 33, Will Baylis; 2) **Danae**, n/a, Ian Charles; 3) **Nimbus**, J/105, Neil Gibbs. (10 boats)

DIVISION 5 (PHRF 108-135) — 1) **Jane Doe**, Olson 911, Robert Izmirian; 2) **Gig**, Humboldt 30, Gil Sloan; 3) **Fast Friends**, n/a, William Smith. (8 boats)

DIVISION 6 (NON SPINNAKER PHRF 60-120) — 1) **Min Flicka**, Hanse 37, Magnus Julle Le Vicki; 2) **Q**, Schumacher 40, Glenn & Gaby Isaacson; 3) **Freedom**, Worth 40, Jib Martens. (6 boats)

DIVISION 7 (NON SPINNAKER PHRF 123-159) — 1) **QE3**, Tartan 10, Tom Perot; 2) **Bosporous II**, Columbia 36, Rick Wallace; 3) **Zingara**, Islander 36, Jocelyn Swanson. (6 boats)

DIVISION 8 (KNARR) — 1) **Snaps III**, Knud Wibroe; 2) **Three Boys and a Girl**, Chris Perkins; 3) **Knarrmageddon**, Vincent Armando. (9 boats)

DIVISION 9 (PHRF 138-273) — 1) **bigWOW!**, Rhodes 19, Tom Royall; 2) **Fjaer**, IOD, Richard Pearce; 3) **Sizzler**, Northstar 727, Peter Yolles. (6 boats)

DIVISION 10 (COLGATES & HUNTERS) — 1) **Swell Bound**, David Hayward; 2) **Scout**, Doug Perry; 3) **Vixen**, Dean Dietrich. (6 boats)

DIVISION 11 (NON-SPINNAKER PHRF 162-273) — 1) **Polperro**, Folkboat, Peter Jeal; 2) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Spirit**, Alerion Express 28, Nancy Rogers. (7 boats)

Complete results at: www.sfyc.org

Jessica Cup

St. Francis YC hosted its Jessica Cup, the "other Master Mariners event" on October 16-17, and although the gaffers were notably absent, 12 of the Bay's most active woodies showed up for the event.

Hank Easom's venerable 8 Meter *Yucca* went home with the Jessica Cup after winning all three races in the Marconi division. Runner-up Robert Rogers' *Sunda* took home

the top honors for Marconi under 40-ft and the Rascal Cup, while David James *Leda* won the three-boat Lapworth 36 division, and Don Taylor's *VIP* was the top Farallon Clipper.

JESSICA CUP (St. FYC 10/16-17, 3r, 0t)

FARALLON CLIPPER — 1) **VIP**, Don Taylor, 4 points; 2) **Credit**, Bill Belmont, 7; 3) **Echo**, Jack Coulter, 8. (3 boats)

LAPWORTH 36 — 1) **Leda**, David James, 4 points; 2) **Papoose**, Allen Edwards, 5; 3) **Olé**, John Hamilton. (15 boats)

MARCONI — 1) **Yucca**, 8 Meter, Hank Easom, 3 points; 2) **Sunda**, Seaborn 35, Robert Rogers, 6; 3) **Valiant**, S&S, 8. (6 boats)

Complete results at: www.stfyc.org

Wylie Wabbit Nationals

A herd of Wylie Wabbits took to the Cityfront October 15-17 for their National Championships, hosted by St. Francis YC. After a scrappy seven-race, one-throwout series, Tim Russell's *Weckless* finished two points clear of Bill Erkelens' *Jack* to take the class' second-largest nationals ever.

The 15-boat fleet enjoyed what Russell described as perfect conditions over the three-day event.

"It was ideal for the Wabbit as it wasn't at all a long grind upwind, and downwind it was windy enough to catch waves and make gains if you could surf or catch a puff," he said.

Russell and his crew, wireman John Claude and middle guy Scott Parker, finished with twelve points after throwing out a fourth in the last race of the day on Saturday. The next-closest boat behind Erkelens was Erik Menzel's *Bad Hare Day*, nine-points farther back.

Russell said that just about every team spent the days preceding the regatta

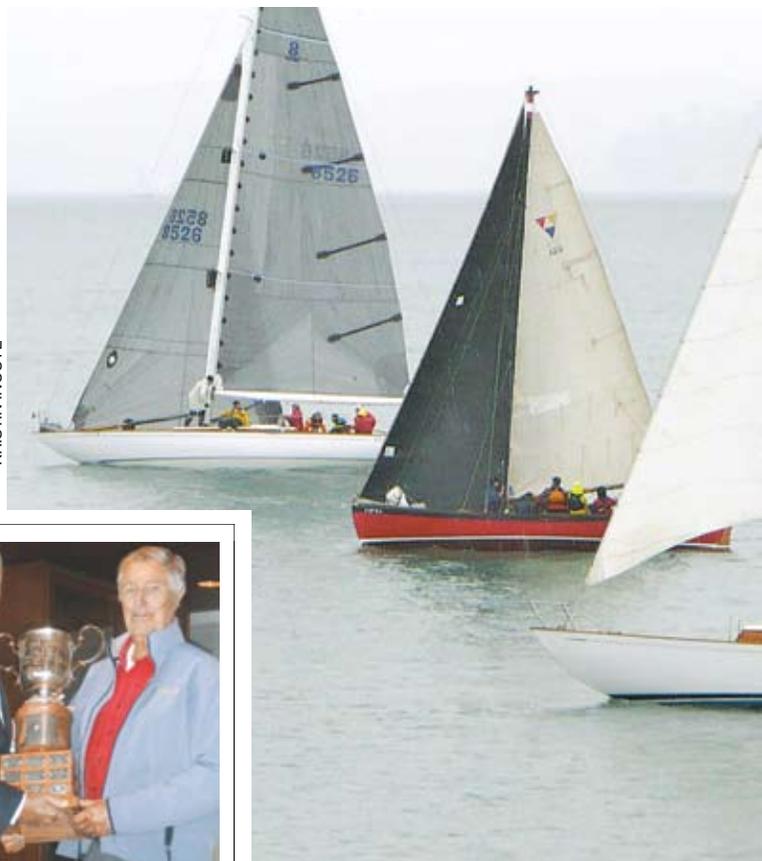
Former multiple national champion David Hodges and Scott Walecka's 'Adios' gets on the wrong side of the true wind direction during the Moore 24 Nationals in Santa Cruz; they finished fourth.



THE RACING



KRISTIN INOUE



ARIANE PAUL



Clockwise from top-left — George Szabo and Phil Toth won the Calvin Paige Trophy with straight bullets, Szabo didn't get that US Sailing Team AlphaGraphics rash guard out of a yacht club lost-and-found; the Wylie Wabbits sailed a tight series for their nationals on the Cityfront; Wabbit tamers; believe it or not, the name of the boat on port is 'Stark Terror'. . . you couldn't make this stuff up; Mike O'Callaghan's 'Corsair', Tom Pier's 'Robin', and Tamara Sokolov's 'Viking' were fodder for Hank Easom's 'Yucca' at the Jessica Cup; St. Francis YC Commodore David Sneary presents Easom with the Jessica Cup; Sergey Lubarsky's 'Libra' has some spinnaker issues at the Albert T. Simpson Regatta; no issues with these guys!

working on their boats, that all the boats were weighed for the event, many had new sails, and that as a whole, everyone was well-prepared. But all that preparation didn't keep the fleet breakdown-free. In Saturday's first race, Aaron Sturm's *Wild Bunch II*, which had started off the regatta with a 6-2, dropped its rig. In the last race of the day, Russell's rudder, which had been acting funny, started shifting

around its post.

"We went around the first weather mark and set," Russell said. "All of a sudden I felt it break. There was about 12 inches of slop. We discussed dropping out because we had a throwout, but we decided to keep racing until we finished or crashed."

Russell said that Erkelens — sailing with wife Melinda in the middle and

Rodney Daniel on the wire — was leading the race, but wiped out on the run and filled his boat with water before ultimately recovering to take sixth.

That night they went over to Richmond YC's Wabbit hutch and borrowed Stan Morris' rudder, while Sturm ended



up borrowing Morris' rig. The *Weckless* crew was forced to make some changes to the rudder to get it to fit and made the first race on Sunday with just minutes to spare. Morris' boat must have some good juju because Sturm won the first race on Sunday with *Weckless* coming in second.

"I joked to Stan that his boat took both first and second on Sunday," Russell said.

In an event where five boats took bul-

lets, there was no room for error, and according to Erkelens, the *Jack* crew started with a bit of a handicap.

"We were first at the top mark almost every race but were 70 pounds heavy on crew weight, so we were passed most runs," Erkelens said. "With the ebb tide, the runs were painfully long. Tim sailed well, and we did not. Next year Melinda will drive again and we will crush him!"

"It always felt like we were digging our way out of a hole after the starts," Russell said. "Tactically we were really good, but it felt like we were a boxer that was taking lots of punches and getting up and

coming back for more."

WYLLIE WABBIT NATIONALS (St. FYC 10/15-17, 7r, 1t)

1) **Weckless**, Tim Russell, 12 points; 2) **Jack**, Bill Erkelens, 14; 3) **Bad Hare Day**, Erik Menzel, 23; 4) **Mr. McGregor**, Kim Desenberg, 30; 5) **SYZGY**, Simon Winer, 31. (15 boats)

Complete results at: www.stfyc.org

Albert T. Simpson Regatta

St. Francis YC's Albert T. Simpson Regatta brought out the IODs, Express 27s, and Etchells, October 16-17 for six races on the Cityfront.

THE RACING

James Hennefer's *La Paloma* walked away with the seven-boat IOD division, while John Rivlin's *Peaches* was tops in the eight-boat Express 27 division after tying on points with Ray Lotto's *El Raton*.

The Etchells were sailing for more than just the regatta title. St. Francis YC member Bruce Stone, who competes in the J/105 class on both coasts, won the Manhasset Bay Challenge Cup by virtue of his win in the American YC's Fall Series last year. The 108-year-old challenge trophy has made infrequent trips to the West Coast during its history. The trophy is mandated to be sailed in one type of boat for a maximum of three years, and the J/105 had reached its 'term limit' this year, so Stone was forced to jump in an Etchells to defend. Seven boats showed up and, while Stone posted a very credible third in this competitive class, it was Bill Melbostad, Bryan Moore and Steve Fentress aboard *JR* who absconded with the 3-ft tall trophy to San Francisco YC. Unfortunately, the trio won't be able to defend their title at home, as the Cup's Declaration of Trust stipulates that every decennial year of the club's founding — 1891 — it must be contested at the Manhasset Bay YC.



Tim Russell

ALBERT T. SIMPSON REGATTA (St.FYC 10/16-17, 6r. 0t)
 ETCHELLS — 1) **JR**, Bill Melbostad, 13 points; 2) **Mr. Natural**, Don Jesberg, 14; 3) **Etchells**, Bruce Stone, 23. (7 boats)
 EXPRESS 27 — 1) **Peaches**, John Rivlin, 14 points; 2) **El Raton**, Ray Lotto, 14; 3) **Discotheque**, Echeyde Cubillo, 21. (8 boats)
 IOD — 1) **La Paloma**, James Hennefer, 7 points;

It's never too early to start sailing dinghies with dad.



2) **Fjaer**, Mark Pearce, 13; 3) **Hecate**, Gregory Meagher, 21. (7 boats)

Complete results at: www.stfyc.org

Paige/Logan Regatta

Nine Mercuries and five Stars showed up for the Logan/Paige Regatta at St. Francis YC October 16-17. Randy Smith and John Verdoia on *Fast Break* won the nine-boat Mercury division and the Joe Logan Trophy finishing two-points clear of runner-up Doug Baird after five races.

US Sailing Team AlphaGraphics member and former Star world champion George Szabo sailing with Phil Toth took the five-boat Star division and the Calvin Paige Trophy with straight bullets in four races, followed by '84 Olympic gold medalist and former Star world champion Bill Buchan in second, sailing with his grandson Jamie.

PAIGE/LOGAN REGATTA 10/16-17-10, 29r. 0t

MERCURY — 1) **Fast Break**, Randy Smith/John Verdoia, 15 points; 2) **Axon**, Doug Baird/Walter Smith, 17; 3) **Pacer**, Pax Davis/Aaron Lee, 18. (9 boats)

STAR — 1) **no name**, George Szabo/Phil Toth, 4 points; 2) **Frolic**, Bill Buchan/Jamie Buchan; 3) **Endeavour 2012**, Rodney Hagebols/Marcus Young, 13. (5 boats)

Complete results at: www.stfyc.org

Vanguard 15 Fleet 53 Champs

With the '10 Svendsen's Thursday Night Series a fading memory, 15 teams of Bay Area Vanguard 15 sailors loaded their boats and headed to Tomales Bay for Fleet 53's championship, hosted by the ever-hospitable Inverness YC.

After sailing all of PRO Rolf Kaiser's 29 races, skipper Sally Madsen and husband Adam Rothschild took top honors, finishing just one point clear of Andrea Cabito and Andrew Kobylinski, who traded off the helming duties. Sailing in breeze that ranged from 6 to 12 knots, the duos battled it out all weekend with Madsen and Rothschild sailing a brilliant Sunday, owning the favored end of the line all day long.

The event featured a wide mix of sailors. There were at least three father/son teams with kids as young as kindergarten age "toughing" it out on the Bay on what was probably the most beautiful weekend of the month. There were husband/wife and boyfriend/girlfriend teams and more than a few women driving



ALL PHOTOS THIS PAGE LATITUDE/ROB

their own boats. Although down from the peak attendance of 18 boats, there was no shortage of competition, with some of the best of the Thursday night bunch showing up for the "away game".

And, although it was a camping regatta — the bulk of the sailors pitched tents at the Olema Campground — the meals, which were included in the entry fee, were anything but campstyle. 'Sailing widower' Andrew Shaw, husband of fleet president Natasha Baker and a professional chef, seized control of the Inverness YC galley and cooked gourmet fare.

He opened Saturday's dinner with a tomato and pasilla chile gazpacho, which was followed by roasted pork tenderloin with plum sauce, or savory fritatta, with red quinoa on the side. Dessert was a scratch-made puff pastry with fresh fruit filling. And all that came in between the gourmet lunches he prepared on both Saturday and Sunday! We're pretty sure



Pete Trachy and Greg Stemler power off the line at the Vanguard 15 Fleet 53 Season Championships hosted by the Inverness YC, on Tomales Bay, October 9-10. Inset, husband/wife team Adam Rothschild and Sally Madsen claimed the honors with a stellar Sunday.

you've never eaten like this at a regatta.

VANGUARD 15 FLEET 53 CHAMPIONSHIPS (INVERNESS YC 10/9-10, 29r, 0t)

1) **741**, Sally Madsen/Andrew Rothschild, 101 points; 2) **8**, Andrea Cabito/Andrew Kobylinski, 102; 3) **1275**, Kevin Richards/Shannon n/a; 4) **1629**, Matthew and Nicholas Sessions; 5) **694**, Alex Symes/Chris Pine. (15 boats)

Complete results at: www.vanguard15.org

Vallejo 1-2

As the final event of the Singlehanded Sailing Society's season, the Vallejo 1-2 is perhaps bittersweet for the legions of faithful shorthanded sailors who showed up October 16-17. But not even rain for the return trip could prevent 61 one of the

63 boats that made the trip down from racing hard all the way back up San Pablo Bay.

Saturday's singlehanded trip from Richmond down to Vallejo turned out to be a nice easy run with only a few holes in the fleet's way. Dan Alvarez' needle-thin JS9000 *JetStream* was first on both elapsed time and corrected time, beating an F-27 in the process!

On Sunday, nearly all of the singlehanders were joined by a crewmember for the trip home. Although the day started out rainy and fluky, the moisture ultimately bailed by the finish and breeze held steady for the bulk of the trip home. Bruce Blackie and Bruce Lindsay aboard Blackie's J/105

007 ended up taking elapsed time honors, while Bren Meyer and Steve Winner aboard the latter's Wyliecat 30 *Uno* took the overall corrected-time honors for the doublehanded leg.

But it was Will Paxton and Emma Creighton who took the overall honors for both days combined.

"It had been awhile since I'd done an SSS event," Paxton said. "I'd forgotten how refreshing it is. The people have such a good attitude about going out and challenging themselves by sailing shorthanded, plus they're competitive too and fun to have a beer with at the end of the day."



Chef Andrew Shaw served up some epicurean delights.

VALLEJO 1-2 (SSS 10/16-17)

SATURDAY 10/16 SINGLEHANDED:

OVERALL — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Wingit**, F-27, Ray Wells; 3) **Arcadia**, Modernized Santana 27, Gordie Nash; 4) **Motorcycle Irene**, Express 27, Will Paxton; 5) **Outsider**, Azzura 310, Greg Nelsen; 6) **Max**, Ultimate 24, Bryan Wade; 7) **Ragtime!**, J/92, Bob Johnston; 8) **Painkiller**, J/80, Eric Patterson; 9) **Mirage**, Black Soo, Ben Mewes; 10) **Dragonsong**, Olson 30, Sam Mcfadden. (63 boats)

MULTIHULL — 1) **Wingit**. (1 boat)

SPORTBOAT — 1) **JetStream**; 2) **Motorcycle Irene**; 3) **Outsider**. (13 boats)

PHRF ≤ 104 — 1) **Jam Session**, J/105, Adam Spiegel; 2) **Coyote**, Beneteau First 42, Connie Hill; **Nicholas Sessions — one half of one of the three father/son teams at the event — digs into one of the scratch-made fruit-filled puff pastries.**



THE RACING

3) **007**, J/105, Bruce Blackie. (7 boats)
PHRF 105-155 — 1) **Arcadia**; 2) **Ragtime!**; 3)

Painkiller. (15 boats)

PHRF 156+ — 1) **Chesapeake**, Meit 25, James Fair; 2) **Downtown Uproar**, J/24, Darren Cumming;

3) **Warhawk**, Hawkfarm, William Travis. (10 boats)

NON-SPINNAKER — 1) **Darwind**, Pearson Triton, Thomas Watson; 2) **True North**, Baltic 42 DP, Jeff Dunavant; 3) **Pegasus**, J/35, Marc Sykes. (10 boats)

WYLIECAT 30 — 1) **Life is Good**, Andy Hall; 2) **Uno**, Bren Meyer; 3) **Katzenjammer**, Dan Mills. (7 boats)

SUNDAY 10/17 DOUBLEHANDED:

OVERALL — 1) **Uno**, Wyliecat 30, Bren Meyer/Steve Wonner; 2) **Life Is Good**, Wyliecat 30, Andy Hall/Chris Penn; 3) **Dazzler**, Wyliecat 30, Tom Patterson/Sue Estey; 4) **Motorcycle Irene**, Express 27, Will Paxton/Emma Creighton; 5) **Dragonsong**, OI-Rolling downwind at the Women Skippers Regatta.

son 30, Sam Mcfadden/Mike Brennan; 6) **Ragtime!**, J/92, Bob Johnston/Skip Allan; 7) **007**, J/105, Bruce Blackie/Bruce Lindsay; 7) **Cassiopeia**, Islander 36, Kit Wiegman/no crew; 8) **Chesapeake**, Merit 25, Jim Fair/Cindy Surdez; 9) **Vitesse Too**, Hobie 33, Grant Hayes/Bill Schowb; 10) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin. (61 boats)

MULTIHULL — 1) **Wingit**, F-27, Ray Wells/Kostadin Ilov. (1 boat)

SPORTBOAT — 1) **Motorcycle Irene**; 2) **Dragonsong**; 3) **Vitesse Too**. (12 boats)

PHRF ≤ 104 — 1) **007**; 2) **Razzberries**, Olson 34, Bruce & Lina Nesbitt; 3) **Coyote**, Beneteau First 42, Connie & Steve Hill. (7 boats)

PHRF 105-155 — 1) **Ragtime!**; 2) **Cassiopeia**; 3) **Stink Eye**, Laser 28, Bill Guttoff/none. (13 boats)

PHRF 156+ — 1) **Chesapeake**; 2) **Downtown Uproar**, J/24, Darren Cumming/Steve Myers; 3) **Warhawk**, Hawkfarm, Bill Travis/Melinda Wever. (11 boats)

NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning/Dave Herrigal; 2) **Kelly Shawn**, Santana 22, Leah Pepe/Cathy Stierhoff; 3) **True North**, Baltic 42 DP, Jeff Dunnavant/Alicia Yballa. (10 boats)

WYLIECAT 30 — 1) **Uno**; 2) **Life is Good**; 3) **Dazzler**. (7 boats)

OVERALL BOTH DAYS:

1) **Motorcycle Irene**; 2) **Uno**; 3) **Life Is Good**; 4) **Ragtime!**; 5) **Dragonsong**; 6) **Arcadia**; 7) **Dazzler**; 8) **Jet-Stream**; 9) **Chesapeake**; 10) **Max**.

Complete results at: www.sfbaysss.org



ALL PHOTOS THIS PAGE: JENNY SHERMAN

Women Skippers Regatta

The Sausalito YC hosted the 30th annual Women Skippers Regatta on October 2. What started out as a gray day couldn't dampen the enthusiasm of the 12 teams — six of which were all-women — that showed up.

Organizer Gail Ward put on a fast-

THE BOX SCORES

Beer cans have finally come to a close, which means that if you don't see yours listed in here, you didn't send us the results, or you did, and we lost them! Get them to us by the 15th of November and we may just include them in next month's *Box Scores*. We say "may" because as you know, when beer cans end, midwinters begin. That means that come next month, this space will already be filling up with results from the Bay's various midwinter series as their organizing clubs post results from what will probably be some of the warmer sailing you'll do on the Bay all year.

As with beer cans, our style guide for midwinters results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome decides to play hooky. We need the boat name, type of boat (for handicap divisions) and the skipper's name. When you've gotten all that info together, just send it on to the Racing Editor at rob@latitude38.com. Thanks!

WEEKEND EVENTS:

SEQUOIA & COYOTE POINT YACHT CLUBS BARTH RACE

SPINNAKER — 1) **Made Easy**, Beneteau 42, Jim Peterson; 2) **Primordial Sloop**, Express 37, Henry Kleinberg; 3) **Chai D.M.**, Ericson 28, Vince Swerkes. (9 boats)

NON-SPINNAKER — 1) **Chablis IV**, Cal 25, Dave Few; 2) **Complete Abandon**, Catalina 38, George & Sarah Suppes; 3) **Hot Ice**, C&C 110, Mike Haddock. (6 boats)

TEAM TROPHY WON BY SEQUOIA YC

Complete results at: www.sequoiayc.org

NORTH BAY CHAMPIONSHIP SEASON:

NON-SPINNAKER — 1) **Pretty Penny**, Mull custom 30, Bruce Sinclair; 2) **Seawolfe**, Hunter 37.6, Tony Spinetti; 3) **Citali**, Olson 25, Frank Gonzalez-Mena. (14 boats)

SPINNAKER — 1) **Bay Loon**, J-29, Grant Harless; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Wings**, Albin 30, Jerry Halterman. (11 boats)

Complete results at: www.vyc.org

FALL DINGHY (St.FYC, 10/23-24, 3r/0t)

49er — 1) **Johnny Goldsberry**, 6 points; 2) **Alex Bishop**, 7; 3) **Jesse Kirkland**, 9. (8 boats)

420 — 1) **Joe Farned**, 3 points; 2) **Nicolas Delfino**, 4; 3) **Jack Barton**, 7. (6 boats)

505 — 1) **Howie Hamlin**, 6 points; 2) **Mike Martin**, 7; 3) **Mike Holt**, 9. (11 boats)

FINN — 1) **Iain Woolward**, 4 points; 2) **Henry Sprague**, 5; 3) **Andre Skarka**, 10. (6 boats)

FD — 1) **Buzz Ballenger**, 4 points; 2) **Zhenya Kirueshkin-Stepanoff**, 5; 3) **Mike Meszaros**, 13. (3 boats)

LASER 4.7 — 1) **Haley Hardek**, 7 points; 2) **Lola Bushnell**, 11; 3) **Kyle Larsen**, 12. (11 boats)

LASER RADIAL — 1) **Christine Neville**, 5; 2) **Kaitlyn Baab**, 6; 3) **John-Bernard Duler**, 10. (7 boats)

LASER STANDARD — 1) **Steve Bourdow**, 7; 2) **Charlie Buckingham**, 7; 3) **Peter Phelan**, 10. (21 boats)

WETA — 1) **David Anderson**, 5; 2) **Dave Bernsten**, 5; 3) **Gordon Lynn**, 8. (8 boats)

Complete results at: www.stfyc.org

WEEKNIGHT SERIES:

SEQUOIA YC SUMMER SERIES (4/17-8/21 5r, 1t)

SPINNAKER — 1) **Smokin' J**, J/29, Stan Phil-



'Great White' and 'Solar Wind' play it close on a run; inset, from left, 'Great White' helm Jordan Paxhia, owner Rachel Fogel, 'Bandido's' Deb Fehr, and 'Ohana's' Marika Hocking took the top-three spots in the spinnaker division at the WSR.

paced event. After a keynote address by Volvo Ocean Race and America's Cup veteran Katie Pettibone over breakfast

at the club, the teams hit the water for the three-race event on a Knox race course. With Women's International Match Racing Association President and all-around shredder Liz Baylis taking on the PRO duties and leading a Q&A session, the event's talent wasn't just limited to the sailors.

After three races, Rachel Fogel — fresh off a division runner-up finish in this year's Pacific Cup — came out on top of the three-boat spinnaker division with Jordan Paxhia at the helm. Her Express 27 *Great White* also finished as the top all-women crew.

In the non-spinnaker division for boats rating under PHRF 200, Barbara Kavanagh's Tartan 10 *Gammon* beat three other boats for the win.

For the non-spinnaker boats rating over PHRF 200, Cathy Stierhoff's Santana 22 *Tackful* took top honors.

After a short day on the water, the teams returned to the club for a barbecue, drinks and dancing, and of course the awards: framed boat photos.

For Baylis, involvement was a no brainer, given she had a rare opening in her schedule (the following week she was off to South Africa to host the first ever women's match racing clinic on the continent).

"I got involved when Gail wrote to me and asked if I would be PRO since this was the 30th anniversary and they wanted a female PRO this year," Baylis said. "I thought it was a good event to support — it has been a mainstay on the calendar for a long time. Long before it was common to see women steering, this event empowered women by giving them a chance to be in charge, and it's great to see the event enduring."

Given the success of the event, the

lips; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Pizote**, Santana 30, John Ryan. (14 boats)

NON-SPINNAKER — 1) **Linda Carol**, Catalina 320, Ray Collier; 2) **Iowa**, Hunter 380, Rick Dalton; 3) **Sweet Pea**, Islander 30, Tim Petersen. (4 boats)

Complete results at: www.sequoiayc.org

ISLAND NIGHTS SUMMER FINAL (ISLAND YC, 5r, 1t)

PHRF A (<168) — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 7 points; 2) **Spirit of Freedom**, J/124, Bill Mohr, 7; 3) **Twisted**, Farr 40, Mike DeVries, 10. (5 boats)

PHRF B (168-raters) — 1) **Phantom**, J/24, John Guilliford, 5 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 8; 3) **Bandido**, Merit 25, George Gurrola, 11. (6 boats)

PHRF C (>168) — 1) **Wuvulu**, Islander 30, John New, 5 points; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Bodrum Sunset**, Catalina 27, David Ross, 13. (5 boats)

D (SANTANA 22s) — 1) **Spitfire**, Tom McIntyre, 4 points; 2) **Atuna Matata**, Bill King, 7 points. (2 boats)

E (NON-SPINNAKER) — 1) **Svenska**, Peterson 34, Fred Minning, 6 points; 2) **Freudian Sloop**, Islander 30, Stephen Taylor, 6; 3) **Blueberry**, Nonsuch 22, John Foster, 11. (3 boats)

Complete results at: www.iyc.org

SOUTH BEACH YC FRIDAY NIGHT SERIES FINAL (11r, 2t)

SPINNAKER (PHRF ≤ 99) — 1) **Jolly Mon**, J/105, Chris Chamberlin, 19 points; 2) **Alpha Puppy**, 1D35, Alex Farell, 28; 3) **pHat Jack**, Express 37, Bob Lugliani, 42. (13 boats)

SPINNAKER (PHRF 100+, 11r, 2t) — 1) **Highlighter**, Islander 36, William Hackel, 14 points; 2) **Northern Light**, Santana 35, Rod Neathery, 19; 3) **Moondoggie**, Islander 36, Doug Gooding, 46. (13 boats)

NON-SPINNAKER (PHRF ≥154 11r, 2t) — 1) **Carmelita**, Catalina 42, Christian Lewis, 12 points; 2) **007**, J/105, Bruce Blackie, 130 points; 3) **Kapai**, Catalina 34, Richard Egan, 13. (11 boats)

NON-SPINNAKER (PHRF 155+ 11r, 2t) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh, 12 points; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 19; 3) **Double Play**, Yankee 30-2, RDK Partners, 21. (9 boats)

CATALINA 30 (11r, 2t) — 1) **Adventure**, Jack McDermott, 13 points; 2) **Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston, 21; 3) **Dancing Bear**, Joe Askins/Ray Hall, 28. (11 boats)

Complete results at: www.southbeachyc.com

OAKLAND YC SWEET 16 SERIES FINAL (8r, 2t)

PHRF ≤ 150 — 1) **Golden Moon**, Express 37, Kame and Sally Richards, 9 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 16; 3) **Mudshark**, Express 37, David Fullerton, 20. (8 boats)

PHRF 151-200 — 1) **Popeye & I**, Cal 9.2, Ruth Summers, 7.5 points; 2) **Morning Dew**, Kiwi 29, Vince Boley, 8.5; 3) **Lelo Too**, Tartan 30, Emile Carles, 17. (6 boats)

PHRF 201+ — 1) **Blueberry**, Nonsuch 22, John Foster, 11 points; 2) **Chile Pepper**, Santana 25, Dave Lyman, 11. (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 boats)

NON-SPINNAKER — 1) **Iskra**, Mercury, Paul Mueller, 8 points; 2) **Kiwa**, Ericson 32-2, Warren Taylor, 9; 3) **Torrid**, Aphrodite 101, Larry Westland, 14. (5 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson, 11 points; 2) **Sea Biscuit**, Peter Szaz, 12; 2) **Alert**, Liem Dao, 14. (5 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon, 6 points; 2) **Dire Straits**, J/24, Robin Ollivier, 12; 3) **Bandido**, George Gurrola, 16. (4 boats)

Complete results at: www.oaklandyachtclub.org

THE RACING

club has decided to schedule a Spring Women Skippers Regatta, but it will be contingent on sufficient interest. So if you're interested in racing that on April 16, send an email of intent to syca@sausalito yachtclub.org.

WOMEN SKIPPERS REGATTA (SAUSALITO YC 10/2, 3r. 0t)

SPINNAKER — 1) **Great White**, Express 27, Jordan Paxhia, 4 points; 2) **Bandido**, Merit 25, Deborah Fehr, 5; 3) **Ohana**, Beneteau 42, Marika Hocking, 9. (3 boats)

NON-SPINNAKER (PHRF<200) — 1) **Gammmon**, Tartan 10, Barbara Kavanagh, 4 points; 2) **Escapade**, Sabre 40, Renee Linde, 5; 3) **Ka-nina**, Catalina 34, Erin Stypulkosky, 9. (4 boats)

NON-SPINNAKER (PHRF>200) — 1) **Tackful**, Cathy Stierhoff, 3 points; 2) **Poniente**, Santana 22, Anna Alderkamp, 7; 3) **Joy Too**, Santana 22, Ariane Paul, 9. (5 boats)

Complete results at: www.sausalito yachtclub.org

BIG Team Regatta

The kids of Treasure Island Sailing Center received a check for \$35,000 as a result of the 6th Annual BIG Team Regatta fundraiser held on October 1 at OCSC. Six four-person teams made



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Six five-person teams from some of the area's largest companies sailed in the the BIG Team regatta.

up of executives from Mechanics Bank, PG&E, Hanson Bridgett, Almar Marinas, and ACCO Engineered Systems, Inc., competed in the race on the Circle for bragging rights and to show their support

for youth and adaptive sailing.

The BIG Team Regatta, an annual corporate sailing challenge founded by the team-building company Group Experiential Learning, has been a critical source of funding for TISC's youth and adaptive sailing programs for the past six years.

Each corporate team donates \$5,000 to fund full and partial scholarships for developmentally disabled youth and children from under-served communities. Each corporate donation gets approximately 33 children out on the water, and TISC provides unlimited scholarships to those in financial need. Approximately 75% of the 1,000 students served each year are on scholarship.

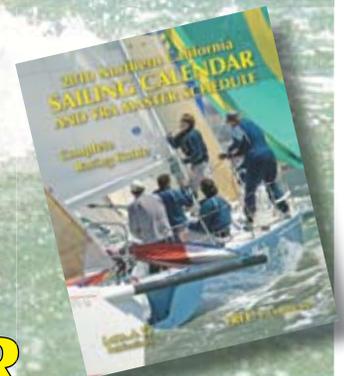
"The regatta was a huge success for the Treasure Island Sailing Center foundation," said Lacey Todd, operations manager for TISC (www.tisailing.org). "The money we raised from our sponsors will get more kids on the water; kids who might not otherwise get the opportunity to sail the Bay. The kids also had a lot of fun helping prepare for the regatta, and enjoyed speaking at the awards ceremony

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to show their appreciation.”

After spending the morning learning how to sail, participants strategized over lunch, and then returned to the bay for a series of exciting races. Meanwhile, volunteers from the San Francisco Junior League worked on shore to prepare for the post-race awards ceremony and regatta party. One of the most celebrated awards handed out, the “Broken Tiller,” went to Mechanics Bank for performing the most spectacular and outrageous maneuver of the day. Taking first place in the actual racing was PG&E Team 2, followed by their sister ship, PG&E Team 1. Third place honors went to Almar Marinas, a team that has participated every year since the inception of the event in '05. Video clips and images of the race and final results can be found here: www.gelcorp.com/clients/bigteamregattasf2010/.

Osprey Cup

One of the Bay’s Olympic hopefuls, Genny Tulloch, posted another strong result in her quest for a trip to Weymouth in '12 by winning the 10-team Rolex Os-

prey Cup match racing regatta in St. Petersburg, Florida October 20-23.

Sailing in Sonars with Alice Manard Leonard, Jenn Chamberlin, and Alana O'Reilly, Tulloch won the 2010 Rolex Osprey Cup after a hard-fought battle with defending champion Italian Giulia Conti, who has won the event three times and sailed with the same crew as last year: Alessandra Angelini, Lisa Lardani and Giovanna Micol.

Although a lack of breeze cut short the second round-robin on the penultimate day of racing, there was enough wind on



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Together, the six teams raised \$35,000 to help economically-disadvantaged sailors get on the water through the Treasure Island Sailing Center.

the final day of the four-day regatta for the race committee from St. Petersburg Yacht Club to run a four-race semi-finals, followed by five races in the best-of-three final that determined the winner.

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THE RACING

At the start of the semi-finals, Tulloch and crew had lost only one match during the round-robin series. In the semi-final rounds, they defeated Rebecca Dellenbaugh 3-1 while Conti was 3-0 over Katy Lovell, setting the stage for an exciting final.

"It was really great racing against Guilia's team," said Tulloch after her 3-2 victory.

Tulloch went on to describe sailing two very close races in the final series, including one in which Conti trailed with a penalty before passing Tulloch on the downwind.

"They spun it, which allowed us to leebow her and then luff her at the windward mark — leading to a very close downwind leg that we won," she said. "The following race we were leading the whole way, but she kept bringing breeze down on the last downwind and actually passed us one boat length from the finish line which forced us to the sudden death match! Happily for us, after a close first upwind, we opened up a lead on the top layline and held it from there to the finish."



KURT ARRIGO/ROLEX

Look familiar? Rolex Middle Sea Race elapsed-time winner 'Eismit Europa' is the old 'Alfa Romeo.'

Latitude 38 Beer Can Challenge

After a year of no one stepping up to the plate, two more sailors have stepped up to the Beer Can Challenge this year, and conquered it! The first was retired

engineer Dave Cowell of the Delta-based Islander 30 *Mas Tiempo*, named for a toast given in Spanish that roughly translates as, "to health, money, love and more time to enjoy them all."

"After attending the All-Islander regatta at Encinal YC on September 25, *Mas Tiempo*, my Islander 30, competed in the Monday Night Madness at Bay View Boat Club, the Tuesday Sunset Series at Sausalito YC, Wednesday Night Series in Vallejo, a Thursday nighter at Benicia YC and on Friday, the Andreas Cove Beer Cans," Cowell said. "The beer of choice was Tecate and the crew was Stan Jones and Dave Chiodo. It was a fun and informative time and we can't wait until next year!"

The second was 53 year-old Jerry Robinson sailing aboard Mark Wyland's J/105 *Lucky Star* (Jerry's a main trimmer and occasionally foredeck when needed) and Ric Swensson's Catalina 38 *Rascal* (helm and foredeck) down in Southern California. If the five straight nights of Beer cans constitutes the Beer Can Challenge, then Robinson sailed an Iron Man:



This is a painting of Jim's design 'Sandpiper'.

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will be available for the
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13 races in 12 consecutive days!

"It was a very trying 13 days," Robinson said. "I was tired after that run. I guess I have what you'd call an obsession."

Robinson's run started with the Bahia Corinthian YC's Ocean Race Series on August 8, followed by the American Legion YC's Lucky Star race, the BCYC's Taco Tuesday Harbor Series, the South Shore YC's Hibachi Harbor Series, a Balboa YC beer can, a practice, Newport Ocean Sailing Association's Gil Knudson Race, the American Legion YC's Sundowner Series, another Taco Tuesday, another Hibachi series and another Balboa YC beer can!

That's all-time in our book!

Race Note

The Corinthian YC Midwinters are celebrating their 60th anniversary this year. First run in 1951, this venerable regatta turns sixty in the same year that the Club turns 125. To celebrate, the club has dropped the entry fee to \$60 for those who enter prior to 2011 — \$75 for those who enter after. Of course these

benefits are in addition to the great parties and prizes, and good weather — guaranteed by Lloyds! (Okay, not really But there's still no excuse not to sign up)

In addition, the club is adding a bonus race — a Saturday Pursuit race on March 19. It doesn't count for the Midwinter Trophies, but there will be prizes. The dates for the "normal" Corinthian Midwinters are January 15-16, February 19-20.

For information visit: www.cyc.org



RENEE ATHEY/ROLEX

Olympic hopefuls Alana O'Reilly, Genny Tulloch, Jenn Chamberlin and Alice Manard Leonard handled their competition at the Rolex Osprey Cup in St. Petersburg, Florida, dropping only 3 races.

org/race/2011midwin. And to enter, visit <https://regattalog.com/cyc/midwin2011>.

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WORLD

*We depart from our normal format here, to test your knowledge of
The World's Finest Chartering Destinations.*

Are You a Chartering Know-It-All? Try Our Worldwide Sailing Quiz

Just for fun, we thought we'd break out of our usual routine this month and give you a little stimulation for the gray matter that resides between your ears.

If you're a well-traveled sailor, you ought to score high on the quiz that follows, because most answers are common knowledge within the sailing venues that they relate to. On the other hand, if the listings on your travel resume don't extend beyond Bakersfield, perhaps these brain teasers will inspire you to get out and explore the world a bit — under sail, of course.

To our way of thinking, international travel is a life-enhancing pastime that will likely expand your grasp of history while giving you a deeper understanding of the cultures you visit. Depending on where you travel, you may also gain a greater appreciation for the complexity of the international issues of the day. Not only that, but travel — especially on a sailboat — is physically exhilarating and a whole lot of fun. Just the tonic you need to combat the ills of the workaday world.

So take a crack at our quiz and see just how worldly you are. Who knows, you may be encouraged to step out of your normal routine and book a sailing trip to a place you'd never considered before. (You'll find the answers on the last page of this *World of Chartering* section.)

In the Leeward Islands of Tahiti, inter-island crossings can be exhilarating, in contrast to lazy sailing within the protected lagoons.

1) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti
- c) New Caledonia
- d) Tonga

2) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

3) Which Caribbean charter venue is said (by marketers) to have a beautiful beach for every day of the year?

- a) Anguilla
- b) Tobago Cays
- c) Antigua
- d) Dominica

4) All waters of this charter venue are part of a protected marine preserve:

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

5) Adjacent to which Caribbean island did the Cousteau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia



6) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

7) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesvos

8) At which island does the Caribbean's largest annual regatta take place?

- a) St. John
- b) St. Barth
- c) Montserrat
- d) Antigua

9) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie Galante
- c) Martinique
- d) St. Barth



OF CHARTERING



TURKISH TOURIST BOARD

Waterside scenes are always colorful along the Turkish coast. Ruins of ancient civilizations are plentiful near many anchorages.

10) This chartering venue is the largest estuary in the U.S.

- a) Sacramento Delta
- b) Mississippi Delta
- c) Chesapeake Bay
- d) Penobscot Bay

11) This popular European chartering destination is now an independent nation. It was once part of the Austro-Hungarian Empire, and later part of a communist state of the Soviet Union.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

12) This popular tropical chartering destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

13) After 162 years as a British territory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

14) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as it has long been the vacation

home of many rock stars, royals and tabloid celebs, including Mick Jagger, David Bowie, and Tommy Hilfger.

- a) Nevis
- b) Mustique
- c) Grenada
- d) Saba

15) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

16) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

17) Christopher Columbus took his first steps in the New World on one of these islands, which comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anquilla
- d) The Bahamas

18) Roughly two thirds of this Caribbean Island was purchased by members of the Rockefeller family, who built a

A highlight of chartering in the Gulf Islands of British Columbia is getting a slip in front of Victoria's classic Empress Hotel.



LATITUDE / ANDY

WORLD

swank resort on a piece of it, and gave the rest to the U.S. government with the understanding that it be turned into a National Park.

- a) Dominica
- b) Puerto Rico
- c) Aruba
- d) St. John

19) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It is large enough to take a 40-foot boat inside, with an entrance that is 130 feet high.

- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

20) On which island, now a popular charter destination, did the Pig War take place in 1859? The conflict, which had to do with a dispute over the boundary between the U.S. and British North America, began when an American farmer shot a British pig that was rooting in his garden.

- a) Apostle Island
- b) Catalina
- c) San Juan Island
- d) Ellis Island

While you're exploring the Greek islands, you'll find white-washed villages that date back centuries.



LATITUDE ARCHIVES



LATITUDE / ANDY

21) Under American law, U.S. citizens are allowed to travel to this tropical destination, but they aren't allowed to spend money there.

- a) Anguilla
- b) Cuba
- c) St. Maarten
- d) Haiti

22) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

23) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

24) This charter base is ideal for those in search of solitude and

One of our favorite things about sailing the Leeward Antilles is visiting the picturesque fishing villages in Les Iles des Saintes.

marine life, as most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

25) Nearly 300 years before Christ, a 110-foot-high statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the "seven wonders of the ancient world."

- a) New York
- b) Bali
- c) San Salvador
- d) Rhodes

26) The Aeolian Islands or Lipari Islands comprise a delightful, laid-back cruising ground near which larger European island?

- a) Corsica
- b) Sicily
- c) Sardinia
- d) Malta

OF CHARTERING



27) Where is the dramatic glacier-carved region called Desolation Sound located?

- a) Baja California
- b) British Columbia
- c) The U.S. Virgin Islands
- d) Penobscot Bay

28) Which of the following is *not* a famous British Virgin Islands "watering hole"?

- a) Sidney's Peace and Love
- b) Andy's Sugar Shack
- c) The Willie T
- d) Foxy's Tamarind Bar

29) On which Eastern Caribbean Island was Alexander Hamilton born?

- a) Nevis
- b) St. Croix
- c) Barbuda
- d) Dominica

30) Which young British Naval officer — who would later become famous — was sent to Antigua in 1784 as head of the West Indies Squadron, and eventually developed the Naval facilities at English Harbor?

- a) Benjamin Disraeli

- b) Napoleon Bonaparte
- c) Horatio Nelson
- d) Admiral Rodney

31) Lying off the eastern coast of Spain, the four major Balearic Islands are Majorca, Minorca, Ibiza, and . . . ?

- a) Chubasco
- b) Gaviota
- c) Formentera
- d) San Sebastian

32) One of the newest areas to offer bareboat chartering, this archipelago of islands is located less than 100 miles off the West African coast, but belongs to Spain.

- a) Gibraltar
- b) The Balearics
- c) The Azores
- d) The Canary Islands

33) This island, which is a British Overseas Territory, has the Eastern Caribbean's most active volcano.

- a) Carriacou
- b) St. Vincent
- c) Montserrat
- d) Virgin Gorda

34) Now a sleepy Dutch island with little tourism, this island was the busiest commercial center in the Eastern Caribbean during the 1700s, and was dubbed The Golden Rock.

- a) Antigua
- b) Aruba
- c) St. Maarten
- d) St. Eustatius

35) The largest and most populous of Canada's Gulf Islands, this isle was originally settled in 1858 by ex-slaves from Missouri at the invitation of British Columbia's governor.

- a) Orcas Island
- b) Saturna Island
- c) Saltspring Island
- d) Vancouver Island

36) "Rock City" and "Love City" refer to which Caribbean Islands?

bean Islands?

- a) Antigua and Barbuda
- b) St. Thomas and St. John
- c) St. Kitts and Nevis
- d) Guadeloupe & Martinique

37) French post-impressionist artist Paul Gauguin developed his artistic style called primitivism in these islands, which are now popular with both charterers and cruisers.

- a) French Polynesia
- b) Tonga
- c) The Balearics
- d) The ABC Islands

38) Its indigenous Maori people dubbed this island nation the "land of the long white cloud."

- a) Tahiti
- b) New Caledonia
- c) New Zealand
- d) Australia

39) In 1776, a few months after the American Revolution, this tiny island made history by becoming the first foreign entity to acknowledge U.S. sovereignty, by way of a salute fired from Fort Oranje in reply to a salute by the American brigantine *Andrew Doria*.

- a) Bequia
- b) Guadeloupe
- c) St. John
- d) St. Eustatius

With its many unspoiled anchorages and abundant sea life, Mexico's Sea of Cortez is a perfect place to unwind and relax.



WORLD OF CHARTERING

40) On which British Virgin Island will you find Throw Away Wife Bay?

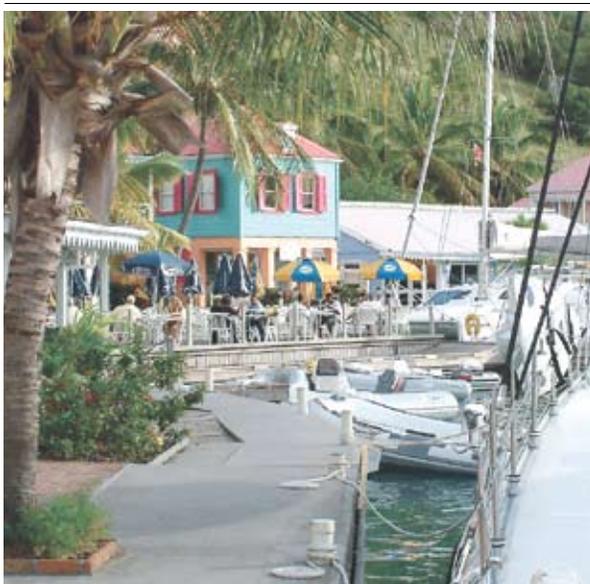
- a) Tortola
- b) Great Camanoe
- c) Jost Van Dyke
- d) Virgin Gorda

41) At certain times of the year in this popular south Pacific bareboating destination, vacationers enjoy observing and swimming with humpback whales.

- a) The Marquesas
- b) Tonga
- c) The Solomon Islands
- d) The Marshall Islands

We'd hate to over-exert your gray matter, so we'll end our little quiz here. But we hope you've enjoyed playing along — and perhaps even learning a thing or two along the way. (See the answers at the end of *World of Chartering*.)

If you scored high — indicating that you are a truly well-traveled sailor — perhaps you'd like to supply us with a



At Soper's Hole, on the west end of Tortola, both the architecture and ambiance capture classic Caribbean style.

few questions of your own for next year's quiz.

And if you visit one of the places mentioned here, we'd be thrilled if you would email us a few choice photos and several paragraphs on your experiences.

Smooth sailing.

— *latitude/andy*

Answers: 1) d, Tonga; 2) d, Turkey; 3) c, Antigua; 4) d, British Virgin Islands; 5) b, Guadeloupe; 6) b, Australia's Whitsundays; 7) c, Delos; 8) d, Antigua; 9) d, St. Barth; 10) c, Chesapeake Bay; 11) b, Croatia; 12) a, Belize; 13) d, The Seychelles; 14) b, Mustique; 15) b, nutmeg and mace; 16) c, The Florida Keys; 17) d, The Bahamas; 18) d, St. John; 19) b, Santa Cruz Island; 20) c, San Juan Island; 21) b, Cuba; 22) b, The Gulf and San Juan Islands; 23) b, Downeast Maine; 24) d, Mexico's Sea of Cortez; 25) d, Rhodes; 26) b, Sicily; 27) b, British Columbia; 28) b, Andy's Sugar Shack; 29) a, Nevis; 30) c, Horatio Nelson; 31) c, Formentera; 32) d, The Canary Islands; 33) c, Montserrat; 34) d, St. Eustatius; 35) c, Saltspring Island; 36) b, St. Thomas and St. John; 37) a, French Polynesia; 38) c, New Zealand; 39) d, St. Eustatius; 40) b, Great Camanoe; 41) b, Tonga.

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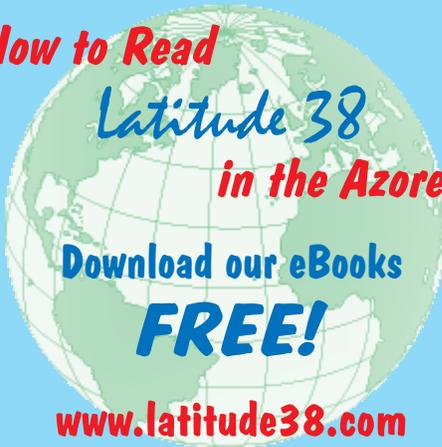
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BELLINGHAM, WA



CHANGES

With reports this month from **Lazy Daze** on a 24-day crossing to Hawaii; from **Azure II** on the Pimentel Family's continuing adventures in the Med; from **Flashgirl** on Mooloolaba, Australia; from **Don Quixote** on the Conger family giving up on giving up cruising; from **Scarlett O'Hara** on the good and the bad of the Sail Indonesia Rally; and **Cruise Notes**.

Lazy Daze — Ericson 41 Rick Daniels Straight To Hawaii (San Diego)

I finally sailed to Hawaii! I departed San Diego on July 9, and thought we made it in 24 days — but the log says it was only 23 days. No matter, as it was quite a ride and quite a sailing adventure!

I normally single-hand, but I wouldn't have felt comfortable with my boat sailing for long periods without anyone on deck. As much as I didn't want to have crew, it's such a long way to Hawaii that I decided I needed some. Taking crew

Bryan, one of the crew, came from the 'Latitude' Crew List.

turned out to be the right decision for me.

In order to find crew, I put a listing on *Latitude's* 'Captains Looking for Crew' list and also sent quite a few emails to people who had posted under 'Crew Looking for Boats'. The first woman who responded and could fit my schedule sounded great when we communicated by email and chatted on the phone. As I was planning to do some glasswork on my foredeck at Catalina, I invited her along for a tryout of sorts. She showed up the day before we were to take off, and loaded her gear onboard. We had a pleasant evening until she pulled out a bag of 'ice'.

"Is this a problem?" she asked when she saw the alarmed look on my face.

After 23 days of runs of as little as 44 miles and as much as 144 miles, 'Lazy Daze' sails on the blue waters off the green hills of Maui.

"Drugs are a deal-breaker on my boat," I replied as we offloaded her gear.

I went back to the list and found Bryan, a nice young guy, and his girlfriend. She decided not to go, but didn't mind if Bryan did. When Tim answered my ad and we got on, we had our crew of three.

The first five or six days were frustrating. We got so close to San Clemente Island in the light winds that a patrol boat made us backtrack eight miles and turn south! Then we had days of no wind to speak of. Six days out, however, we got hit by such a strong blow that we were forced to run with the big swells for three days. Then we 'squall surfed' for a day. We'd be sailing in 5 to 10 knots of wind, see a squall, and track it down. Once in the squall, we'd have 20 knots of wind, so we'd run along the face of it. Once we'd sailed out of it, we'd look for another.

Once the weather cleared for a few days, we sailed with two poled-out headsails — during which time we caught two yellowfin tuna and three dorado. Before we made it to the islands, we'd set every sail combination possible on my boat — including flying the spinnaker.

Our original destination was Honolua Bay on Maui, but for the last five days we had 25 to 35 knots of wind, along with 10-ft waves stacking up on 15-ft swells. We sailed with all four reefs in the main for the remainder of the trip, and set the baby stay to provide additional support for the mast. Despite carrying so little sail, we ran at 6 to 8 knots most of the time. Nonetheless, the noise inside the boat was deafening, so none of us got much sleep. Since the weather was so bad and we weren't getting much rest, we decided to divert to Kahului, Maui, which was closer than Honolua Bay.

Most of the equipment on *Lazy Daze* held up fine. To save money, I have a wheel-mounted autopilot rather than one mounted belowdecks. It performed well in all but high speed dead-downwind conditions. The belt finally broke 60 miles out, forcing us to hand-steer the rest of the way to port. The electric toilet broke almost immediately. I'm not sure why,



but I'll be replacing it with a manual one. Simple is best. The line for the boom vang broke, but that's easy to replace. The cover for the starboard side jib sheet frayed badly, and ended up looking twice as old as the one on the port side. The shower sump quit — probably because I forgot to open the drain thru-hull while it was being used. But the damage and wear weren't bad.

My vintage Ericson stayed dry — except for the one sneaker wave that got us. The wave came from just off the bow and hit the side of the boat with such force that she was knocked 10 feet sideways. The wave rolled completely over the boat, and we took 20 or 30 gallons under the forward edge of the dodger and down the open hatch. We'd had the companionway boards in place, but the hatch had been left open to get air down below.

I was at the helm when the wave hit, and I estimate that it was no bigger than any of the others we'd been seeing. The difference is that it came from a different direction, and was very steep and nearly

LAZY DAZE



COURTESY LAZY DAZE



IN LATITUDES



SPREAD AND RIGHT, MALLORCAN TOURISM; LEFT, AZURE II

Spread; Porto Soller, Mallorca. Inset left; wild horse action at the Jaleo de Menorca festival; Inset right, the ancient tram to Porto Soller.

breaking at the top. It seemed to me that the wave was moving two or three times as fast as all the others. The sound of the wave hitting the hull was startling, but there was no damage.

My crew took a ferry to Honolulu the day after we arrived. Tim had no problem taking the rented EPIRB back, but the rented liferaft proved to be a big problem. It couldn't go by air because the full cylinder qualified it as dangerous cargo. We ultimately had to use a freight forwarder to get the job done — at twice the price we'd figured. If anyone is going to rent a liferaft for a trip to Hawaii, make sure you first make arrangements to have it shipped back.

After saying good-bye to the crew in Kahului, I hung around for two weeks of recuperation before sailing to Lahaina on the backside of Maui. I stayed on a mooring belonging to a friendly and accommodating member of the Lahaina

YC until I completed arrangements to sublet a mooring. It's possible to anchor off Lahaina, but thanks to only a thin layer of sand over lava, it's hard to get an anchor to really set, and boats frequently drag. The water is crystal clear out at the mooring, and it's so warm that you can comfortably stay in until you 'prune up'. I've also enjoyed being visited by two sea turtles.

My plan is to get a job here — slim pickings so far — for the winter in order to save money so that I can really check out the islands next summer. I'll let you know what I find.

— rick 09/15/10

Azure II — Leopard 47 The Pimentel Family Spain and Italy (Alameda)

When Rodney and I sailed to Mexico, the South Pacific, and New Zealand 10 years ago aboard our Jeanneau 36 *Azure*, we were younger and RJ and Leo hadn't been born yet. As a result, we were

willing to run the risks of going without boat or health insurance. Now that we have two children and a more expensive boat, we decided that both health and boat insurance are necessities for our current cruise to and around the Med.

We paid \$5,250 to Willis Insurance for our first year of boat insurance, which covered everywhere in the world — except for Colombia and Cuba — as well as our transatlantic crossing. Since we're only cruising the Western Med this year, we managed to get insurance with well-respected Pantaenius for just \$2,400/year. You almost have to have insurance to cruise the Med, as most marinas require proof of it, and sometimes it's just not feasible to anchor out.

Our family of four pays \$2,200 a year to Blue Water Insurance for health insurance — as long as we live outside of the United States for six months a year. There is a \$5,000 deductible with the policy.

When you reach a country that is part of the European Union, you only have to check in that one time for the whole E.U. zone. You check in by bringing all your paperwork to a marina office, so you don't have to make a visit to Customs or Immigration. When you do check in, you get an authorization to keep your boat in the European Union zone for up to 18 months. If you stay longer than that, you either have to pay value added tax (VAT) on your boat, which is expensive,

Father knows best. Rodney comes through with the delicious Orange Sollers, a specialty of the village of Soller, in a beautiful plaza setting.



R.J., enjoying air-conditioning on the train from Soller to Palma.



AZURE II

AZURE II

CHANGES

or simply check out to a non-EU country such as Croatia, Turkey, Malta or Tunisia. Once you check into a non-E.U. country, you can return to the European Union zone, at which point the 18-month clock starts ticking from scratch again. Of course, the non-E.U. countries have

their own sets of rules and fees, so it takes some planning. For instance, other cruisers have told us that Croatia has become so popular that it's instituted fees for cruising, for hotel beds, and most recently for anchoring. As a result, we're trying to decide whether we really want to go there.

Rodney and Jane at the old light on Dragonera Island. The one thing that makes cruising the Med more expensive than other places is the high cost of marina slips. While we usually try to anchor out, we've had to stay at marinas in Portugal (the Azores), Spain and Italy. On the other hand, we were always able to anchor out on Mallorca, the biggest of Spain's Balearic Islands.

From June through September, we needed to stay in marinas about 30% of the time. Our 47-foot cat has a relatively large footprint, so we've had to pay anywhere from \$40 to \$110 a night. And we purposely avoided the most expensive places. Nonetheless, we've had a couple of things in our favor. First, the dollar was strong against the euro — although recently it's taken a tumble. Second, the economic slowdown resulted in marinas not being full, giving us the opportunity to negotiate for lower rates. Some marinas even had 'cat specials', where we were able to pay the same price as a

The ancient fishing village of Porto Andraitx, now an upscale tourist center, looks even better from sea level than from overhead.

monohull.

We're going to keep our boat in a marina in southern Italy for the rainy winter because the long term rates are much lower — about \$550 a month — than in other places. This will allow us to return to the Bay Area for the holidays to visit family and friends without having to worry about our boat.

We've found the price of food and fuel to be reasonable in the Western Med. When we get to Greece and Turkey next summer, we'll be able to anchor out almost all the time, and hopefully that will put us back on budget.

One disappointment has been trying to get reliable internet access on our boat — even in the marinas. It wasn't until we got to Italy that we were able to buy a data card that allows us to use our iPhone as a tethering device.

We've found people in the Med to be friendly and helpful. While we always attempt to communicate in the local language, we thankfully have almost always been able to find people who speak English.

To catch up on our travels, we spent the last two weeks of August in magnificent Mallorca. The steep hills, clear water, and the capital of Palma were all wonderful. We primarily visited the south and west sides of the island: first, Porto Andraitx, then the little island of Dragonera, and lastly Porto de Soller. Dragonera is a nature preserve with no inhabitants. We were drawn to the top of the high hills, and were rewarded for our three-hour trek with beautiful views.

We then left the southern part of the island and went around to Port Soller on the northwest coast. Boats filled the anchorage, but we were able to squeeze into a great spot. From the port, we were able to take a 20-minute open-air tram ride to the quaint town of Soller. If you ever get to Soller, you must try an Orange Soller! They use organic oranges grown

on the island to make a sorbet, then add fresh squeezed orange juice, light whipped cream, a dash of chocolate sauce, and a cookie. Mmmmm! And you enjoy the treat while sitting around a charming European plaza, making life very good indeed. We loved these Orange Sollers so much that we once walked the 1.5 miles into Soller to get more!

From Soller, we rode the



historic 1912 Victorian train over the mountains to the capital of Palma. The old and mostly wooden train chugged over mountains and through tunnels, and had us hanging on during the twists and turns. It was way better than a Disney ride. We like our tasty beverages, so while in Palma we visited an old dairy cafe that has the best hot chocolate in Spain. It was like drinking a candy bar.

While in Porto de Soller, we finally met a few other American boats, and the English boat *Revolution* with Wesley, a nine-year-old whom our boys could relate to. Although it was fun meeting the locals, it was still great to enjoy some camaraderie with other Americans.

We then spent almost two weeks around Menorca, the second largest of the four Balearic Islands, which is only a short distance to the east of Mallorca. Cruisers we'd met raved about Menorca, saying it is less touristy and offers anchorages that aren't surrounded by developments. There is a good reason



IN LATITUDES



ALL PHOTOS COURTESY AZURE II



Clockwise from above; Cruising scenes from Menorca. 'Azure II', as seen in the Caribbean, before the Pimentels crossed the Atlantic.

Menorca is less developed than Mallorca and Ibiza. When General Franco took power after the atrocious Spanish Civil War (1936-'39), he rewarded the loyalty of Mallorca and Ibiza with lots of development money. Menorca, which had sided with the Republicans, was punished by not getting any development funds. But today Menorca is having the last laugh, because the lack of high-rises and unchecked development is what makes the island so special and so different from the other Balearics.

Menorca lived up to its nickname of 'the windy island'. Although we enjoyed the island, we didn't like having to move from one side to the other because of the wind. We did, however, meet some great new friends aboard *Juno* and *Time Warp*, two American boats with boys onboard. So there were Monopoly parties, sleepovers, and movies on *Azure II*, aka 'the

party palace'. It was sad to part ways, since these boats were leaving the Med as we were entering it.

We were thrilled to have Southern California friends Greg and Linda visit us as part of their two-week tour of Spain. And it wasn't just because they brought us Peet's coffee, Trader Joe's peanut butter, school books, and two new faucets. By the time they arrived, we knew the ways of the Menorcan winds, and were familiar with the island. The timing of their visit happened to coincide with the wild and fantastic Jaleo de Menorca festival. We also spent two days at one of the many attractive anchorages, where we kayaked, hiked, and did some scuba diving. When their visit came to an end, we dropped them off at the dock in Mahon — where mayonnaise was created. Since there was a perfect

weather window, we said goodbye to them and Spain, and set out for the big Italian island of Sardinia.

Buongiorno! We are loving our first days in Italy, as the people are friendly, the Sardinian countryside beautiful, and the wine and cheese delicious and inexpensive. It took us two days to sail to Sardinia from Menorca. The only downside in Carloforte was that it was the most expensive marina to date — over \$100 — and that was with the low-season rate! We subsequently moved to the spectacular large bay of Porto Malfatano at the southern tip of the island, where we could anchor for free. We would have been happy to stay in Sardinia longer — it's that lovely — but we needed to continue east. So we had another two-day sail to Sicily, which is where we are now. We're enjoying yet another local festival, although this one doesn't have horses that dance through the middle of packed crowds as in Menorca. But the couscous and fish are delicious in Sicily, and everyone we've met has been so warm and welcoming! I think we're going to stay in Italy a while!

— rodney and jane 09/25/10



The Pimentel boys coming to grips with European style sweets. No Kit-Kats.

AZURE II

Flashgirl — Wylie 38+ Warwick and Nancy Tompkins Mooloolaba, Queensland, Oz (Mill Valley)

We're here at Mooloolaba, a resort town of fewer than 10,000 some 60 miles

The headland and harbor at Mooloolaba, north of Brisbane. With great beaches and a great harbor, no wonder it's such a popular resort.



FLASHGIRL

CHANGES

northeast of Brisbane. It's an all-weather harbor with marinas and residences fronting the entire inland waterway. Some of the houses are quite grand, but even the lesser ones have a gangway or float with some sort of water toy — be it a Jet Ski, paddleboard, outrigger canoe, launch, or yacht. Everybody seems to



be water-oriented. *Flashgirl* is currently anchored in what's known as the 'town basin', the only place with enough depth so that she — with her 9-ft draft — can float on all tides. Given the thin water, it's no wonder there are so many catamarans in the area.

Lawrie's is the only facility for hauling yachts in Mooloolaba, but it's a good one — and one familiar to many West Coast cruisers who have come this way. I think the prices are reasonable: \$4.45/ft to haul, \$30 for hardstand props, and \$1.55/ft for lay days. The prices are probably 40% lower than in big population centers such as Sydney and Brisbane.

The yard did a superior job of painting *Flashgirl's* topsides with Alexseal, a paint formulated by the same fellow who created Awlgrip those many years ago. It's an improvement, we hear, and very much favored by the 'mega-slut' yachts that seem to be proliferating. The bottom was stripped to the original gel coat and painted with an anti-fouling made by the same company that produces Alexseal. In my opinion Micron 66 is the preferred

Above; 'Flashgirl' in the slings at Lawrie's. Below; the orange glow of sunset is reflected in the faces of Commodore and Nancy



COURTESY FLASHGIRL

product because it's easy to spray on smoothly, is good at preventing growth, and is durable. Micron 66 is also the most expensive.

Having finally gotten the last bit of painting done during a break in 10 days of intermittent rain, we're therefore ready to head to the Great Barrier Reef, which starts about 200 miles north.

I get my overall sense of the weather in this part of Queensland from Alan Lucas' *Cruising the Coral Coast*, as well as those old standbys, the pilot charts. Thank you, Matthew Fontaine Maury, who inadvertently became the father of oceanography as the result of a stage-coach accident that ended his career on navy ships. It was Maury who began utilizing all the ships' logs to create the ships' pilot charts. I can't help but wonder if anyone besides us has a complete set of pilot charts for both the North and South Pacific.

The pilot charts and Lucas agree that the cyclone season along this coast doesn't begin until the end of December or early January. As for now, early October, Lucas speaks of predominant southeasterlies some 1,400 miles to Cape York, which is the northeastern tip of the continent. At this point in the season, however, the southeasterlies are likely to come and go, interspersed with northerlies which can blow for 30-48 hours. These northers sometimes blow fresh, which I take to mean 25 to 35 knots. One would want to take shelter while these were blowing. Lucas doesn't speak much about temperatures, but my pilot charts tell me that here at 27°S, the mean temperature is about 71°, with the sea temp about the same. At Cape York and the Torres Strait, we're expecting air and water temperatures of about 82°.

Along the east coast of Australia there is a strong south-setting current that occasionally reaches four knots, and comes with eddies and meanders. This adverse current makes the north-bound passage a coast-hugging business, so the navigator doesn't get a lot of sleep. When we came north to Mooloolaba from Sydney, a passage of about 550 miles, we were seldom more than a few miles offshore at night, and frequently much closer during the day. This East Australian Current is also present inside the Great Barrier Reef, but with lesser



velocity.

The width of the 'protected' water diminishes as one goes north inside the Barrier Reef, which shuts off all the open ocean swell. One sails in wind chop, with restricted fetch. At the south end of the reef, that fetch is about 80 miles east-west, but it's much less as one approaches the Torres Strait. If the wind blows hard parallel to the coast, a sea will naturally rise because of the much longer fetch in those directions. Fortunately, one can usually expect either SE or NW winds, which are somewhat athwart the waterways. Once in the Barrier Reef area, there are countless anchorages.

We've met numerous boats from Northern California during our last few years of cruising. While in Tonga, we visited with the *Easterlys*, of the *Santa Cruz 50 Red Sky*, who subsequently sold the boat to David Addleman in Malaysia. While in Tonga we also met Jim Fryer, who was sailing his *Wylie 34 Cheyenne*.

IN LATITUDES



This photo pretty much sums up the attraction of the Great Barrier Reef — at least on sunny days. It's less impressive on cloudy days.

He and his boat have returned to San Francisco. Over the last few days we have befriended Steve and Dorothy Darden sailing — cripes! — the 52-ft catamaran *Adagio* that was designed by M&M with much consultation from Carl Schumacher. The Dardens, who lived in Tiburon for a number of years, are citizens of the world, with berths in Hobart, Tasmania, and San Francisco — among other places. While in New Zealand, we met with former Bay Area resident Glen Andert on his N/M 55 *Learjet*. He doesn't seem as if he's headed back to the States anytime soon. While in Darwin, we met Bill and Janet Wickman, two former airline pilots from McKinleyville, CA, sailing something called *Airstream*. What great folks! Also among our favorite people are Dave and Anna Fourie, he of South Africa, she of England. The couple bought the Hughes 38 *Thula Mama* in

Oregon, sailed her down the coast, spent a lot of time in San Francisco, then took off across the Pacific. We met them in Tahiti, and sailed to several islands in company with them. They ended up in Brisbane, Australia, where they obtained permanent residence. After selling their Hughes, they bought a Radford 46, and are about to depart Darwin for Singapore with a new crewman — their nearly year-old son. There are cruisers out here from all over the world, and they are going everywhere you can imagine.

The publisher of *Latitude* had some questions for me about *Flashgirl* that I'll now attempt to answer. I haven't kept close count, but she has about 25,000 miles beneath her keel since her launching 10 years ago. After crossing the Pacific, we have spent rather a lot of time alongshore in both New Zealand and Australia,

and in addition did a 5,000-mile delivery of an awful yellow catamaran to Japan.

I truly enjoy *Flashgirl*. Her sailing characteristics are above reproach. I could not possibly be so happy with what most would describe as a 'true cruising boat'! Our boat — like so many — is a trifle too small to live in with great facility, or for the longer ocean crossings. She is, by design from the outset, the largest boat I could hope to afford to build myself and to maintain. I think it a great error to involve oneself



Commodore, making things right on the rig.

with a vessel beyond one's means, and spend one's time scrimping and saving, establishing priorities as to what will be repaired or replaced, and what will not. I've been at sea since I was in diapers nearly 80 years ago, and I know that real safety at sea does not come from a number of PFDs or a satphone, but rather from the finest gear, all in working order and vigilance on the part of the operator, coupled with enough experience to know how to operate both the vessel and the gear.

I entered a form of trap when I built *Flashgirl*, for I decided that I would design and fabricate parts that would be aesthetically satisfying as well as functional. This entailed much extra work and time, along with some additional expense. But now I can greatly enjoy our boat merely by looking at many of those parts. As such, the 'trap' was a huge success.

The disproportionate number of catamarans at Mooloolaba is indicative of the "thin" water at many places on the east coast of Australia.



ALL PHOTOS COURTESY THE X-MAN

FLASHGIRL

FLASHGIRL

CHANGES

Like most boats, *Flashgirl* is a collection of compromises. In my case, I leaned heavily toward performance, and tried for simplicity. Thank God for the latter, as I find the electronics and mechanics to be plenty daunting and complex!

Flashgirl's rig, her sails, and all allied gear have worked nearly flawlessly. Hanked-on headsails have been just right, although we are almost always the only boat around not carrying what Jim Jessie — the retired surveyor and circumnavigator from Alameda — once called 'roller



falling' headsails. As I approach my 80th birthday, I occasionally wonder if that will change.

Flashgirl is unusual in that she was designed and built with a lifting keel. Deep draft is a great thing for sailing efficiency, while shoal draft is great for getting alongshore. Our keel is presently fixed in the down position, as I failed to properly understand and apply the correct engineering at the outset. I yearn for the lifting keel, have a design for it, and hope to implement it one day. Meanwhile, we sail with over 9-foot draft on a 38-ft boat, which is extremely inconvenient along the east coast of Australia. With close attention to tidal issues, we are managing adequately, even here in Mooloolaba where the water is quite thin indeed!

I truly love the way *Flashgirl* looks and the way she feels under sail. The water-ballast is wonderful, most often good to keep her upright and comfortable, and to give us an extra half-knot or so of speed. A new and different boat is not imaginable — short of our winning a very large lottery. But if it were, I would have Tom Wylie draw me a 46-footer, **Commodore built his dinghy — which sails well, too — himself. If you want it done your way, you usually need to build it yourself.**

similar to *Ahava*, but a cutter, sporting a big enough rig so that there would be no need for overlapping sails. The shrouds would be PBO with chainplates at the sheer, making the side-decks more pleasant. The rig would be fractional, and I would have a 'gull-wing' boom of carbon fiber. She would have a power-driven anchor windlass, and the hull would have an inch or more of coring for insulation in the tropics. She would have a lifting keel, very much like the one currently in *Flashgirl*, but I would spend much time and money on the engineering. The sailing characteristics of a deep, narrow fin are wonderful!

— warwick 10/05/10

Don Quixote — Lagoon 380 The Conger Family Back from NZ to Puddle Jump (Seattle / New Zealand / Mexico)

The girls are coming back — then taking off again! We're referring to the well-known-in-Mexico Conger girls, Jaime, 15, Mera, 12, and Aeron, 10. The Seattle-based girls did the '08 Ha-Ha with their parents Dean and Toast, then cruised Mexico for two very active seasons. Toast and the girls even had some big excitement, for after a trip home to Seattle, they returned to *Don Quixote* in Santa Rosalia, minus Dean, who was still working, just in time to get whacked by hurricane *Jimena*. Scary stuff.

After two seasons in Mexico, the family decided to relocate in New Zealand. Rather than sail there on *Don Quixote*, they put their cat up for sale in La Paz and flew to the Land of the Long White Cloud aboard a 777. They received a warm welcome in Auckland, as virtually all their stuff was stolen the first week.

We recently learned that the Conger gals will be returning to *Don Quixote* at the beginning of February, followed by Dean a month later. For they've changed their plans once again, and now intend to depart La Paz in mid-March on a Puddle Jump. We asked Toast for an explanation.

"We've had mixed feelings about New Zealand. It's very much like Seattle, which is probably why we're restless and not particularly enthusiastic about staying there. If we wanted to live a normal Pacific Northwest sort of life, we'd do it in the real Pacific Northwest, where we could make more money and buy cheap romano at Costco. New Zealand is beautiful, green,

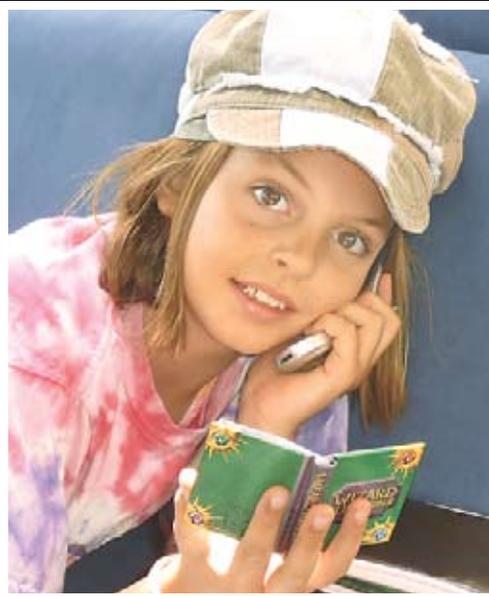


lush, and friendly — just like the Pacific Northwest. When we were in Mexico, at least we knew we were in a foreign country, and were having new experiences. It's hasn't been so much that way here in New Zealand, for within a matter of months even the roads and place names didn't sound strange. When you get right down to it, there isn't much difference between Pukekohe and Issaquah. A native place name is a native place name, and the towns pretty much look identical, with lovely little main streets, dollar stores, cafes and restaurants with the gas stations, and the big box stores on the highway leading into town.

"We don't want to give anyone the impression we're bitter or disappointed with New Zealand. It's just that if asked to recommend a place that's exotic and interesting to visit, New Zealand wouldn't be at the top of our list. That said, New Zealand is a very good place to plump the cruising kitty. It would be 'great', not just 'good', except that Kiwi businesses don't pay as well as they do in the U.K.,



IN LATITUDES



PHOTOS BY DINO AND LATITUDE/RICHARD



LATITUDE/RICHARD

Aeron and Mera, cleaning beaches in Mexico.

internet. As you know, I'm a internet social network geek, but I'm also a technical writer by trade. So I've got the chops to put this together. We'll see how far I go with it.

"But, I will have a free hard copy of the draft that I'll be happy to share with all of next year's Puddle Jumpers. I'll worry about a revenue-sustaining model for the next season. Heh, that makes me just about as stupid as every other blogger on the internet. At least I'm in good company.

"We're all eager to return to *Don Quixote*, although she's completely empty because we were trying to sell her. That means we're going to have to do a complete reprovisioning in La Paz in the month before we Puddle Jump. Shopping. Ugh. My least favorite thing to do.

— toast 10/10/10

**Scarlett O'Hara
John and Renee Prentice
Indonesia Rally Review
(San Diego)**

The Darwin to Indonesia Rally appealed to us mostly because it would save us time and trouble going through the complicated paperwork process for Indonesia, and because it meant we wouldn't have to pay for a bond for our boat while she was in the country. In these respects, the rally did what it claimed it would do. Obtaining our CAIT (cruising permit), visas, and clearance papers in Darwin was a snap. In addition, the parties in Darwin were well-organized, and the communication with the fleet was excellent. The Darwin

John and Renee Prentice up front, with John and Kathy McGraw of the Newport Beach-based Peterson 44 'Po 'oino Roa' in Bali.



SCARLETT O'HARA



From top left: The Conger girls, Aeron, Jaime, and Mera — each with a personality as different as could be. Bottom right; The girls strike an anti-podean pose. The family's Lagoon 380 'Don Quixote', aboard which they plan to Puddle Jump in the spring of '11.

United States, or Australia. Nonetheless, well-trained Americans and Canadians can get a good job in pretty much all the white collar sectors, and many of the blue collar ones, too. Of interest to some *Latitude* readers, boat riggers and mechanics are — as can be seen on the Kiwi immigration website — short-listed for New Zealand visas.

"As for Jaime, our oldest, she likes New Zealand so much that she plans to return and become a citizen. She's going to graduate — which you are allowed to do here any time after age 16 — and apply for college in New Zealand. Mera and Aeron like New Zealand well enough, but they would much rather return to *Don Quixote* and home-schooling. The girls have become world citizens, however, so don't hold your breath on any of them voluntarily returning to live in the United States. In fact, it's their restlessness as much as Dean's and my own

that is pushing the family out of our Kiwi suburban nest. All of us are super enthusiastic about doing the Puddle Jump in the spring.

"As for myself, I'm soooo looking forward to being back on our catamaran.

"I see that Heather Bansmer and Shawn Breeding, the folks who produced the terrific *Sea of Cortez, A Cruiser's Guide*, have just released their new book, *Pacific Mexico, A Cruiser's Guide*. This is good news for cruisers in Mexico, but also brings me to my latest news. I am so frickin' frustrated with the quality — or lack thereof — of the cruising guides for the Puddle Jumpers that I've started writing my own. I've got notions of 'crowd-sourcing' it, so it would basically be *Active Captain* without all the heavy overhead or the necessity to connect to the

CHANGES

Sailing Club went out of its way to assist us with everything from bus schedules to information about where to find what in Darwin.



John — we think it's John — bangs the lip off Nemberala Resort.

The provisioning in Darwin was great. I can't stress enough how how very important provisioning is before sailing on to Indonesia. During our first six weeks there, we found very little to supplement our provisions. The Indonesians must not eat much meat, as it was terribly hard to find any. The only chickens we saw were alive — although people readily offered to kill them for us. This, of course, took us some getting used to. Where was Costco when we needed it? I've always provisioned extensively, and this is one time that it really paid off.

Sail Indonesia had two courses, one to Kupang and the other to Banda. We went to Kupang and had an uneventful passage of three days. The officials in Kupang were ready for us, and the organization, once again, was terrific. A mass check-in/check-out was held, and all seemed to go well. From there, the rally once again offered different routes, and we chose to go to the island of Roti. This is where the rally started to go downhill.

It soon became all too apparent that the rally stops hadn't been chosen because they had good anchorages, but rather because of what the town had apparently offered the organizers in return for bringing the fleet to them. The town of Baa, for instance, expected 100 boats, yet only 10 showed up. The anchorage

When Renee went to the open-air markets in Indonesia, you could almost hear her cry, "Where's the beef? Where's the beef?"

was very poor, and couldn't have held more than 10 boats anyway. We spent two unpleasant nights there before we bailed out and went to the southern part of Roti — where we found a most incredible anchorage off the Nemberala Beach Resort. What a great place! It sits on a prime piece of beachfront overlooking the famous surf break of the same name. We met surfers from all over the world who had come just for the fabulous surf. The bar was stocked with cold — for once — beer, the owners were friendly, and the atmosphere was great.

There is not much in the way of cruising guides for Indonesia. We had a hard-bound copy of *Southeast Asia Cruising Guide, Volume II*, but it was just a very general guide to a huge area of ocean dotted with countless islands. Based on the rave reviews of the rally staff, we, like many others, also purchased a copy of *101 Anchorages Within the Indonesian Archipelago* that organizers had been flogging. Unfortunately, it would seem that the author must not have been a sailor, and worse, had obviously never been to some of the so-called anchorages. A lot of our cruising friends had similar experiences with the other places the *101* guide sent them.

As a result, we'd make a passage to what was supposed to be a great anchorage, only to find the bottom was either covered in coral or so deep that anchoring was all but impossible. The only option was to continue on through the night — which is downright dangerous in Indonesian waters because of unlit fishing boats, and fishing boats illuminated with strange lights, as well as large floating bamboo structures that rarely showed up on radar. We eventually hit one such bamboo structure, but luckily suffered no major damage to our boat.

We also found that the *101* book had many errors, such as listing the same GPS coordinates for more than one anchorage, claiming sandy bottoms where there was coral, and so forth. Despite this, we used the guide, as we had nothing else to go by.

By the third rally stop, most of the fleet was upset about the terrible places that had been chosen for stops. On the other hand, most enjoyed the festivities ashore, for the towns that hosted rally stops really went out of their way to entertain and feed us. But



it was sad, because most of the towns were dirty, the people very poor, and supplies extremely limited. So despite having put up money and having made a big effort to attract future tourists, they aren't going to get them. Given the poor anchoring conditions, even sailors won't be returning. We felt as though towns got gyped by the organizers.

It wasn't until we got to the Lombok/Bali area that we finally found things like meat and chicken breasts. Don't laugh, eating is important out here! Given the previous anchorages, the one at Lovina Beach, Bali, was surprisingly good. The locals were very helpful, too, as they ran down diesel, gas, water, and anything else we needed. And the shopping in the nearby large city was very good.

Unfortunately, this is also where — in our view — the rally simply fell apart. The organizers and Indonesian representatives had promised many participants that their visas would be renewed promptly — for a fee, of course. And that these visa renewals would be ready when they arrived in Lovina. But they were not ready. Many boatowners didn't get their renewals until the end of our time in Bali, at which point we got the news that our



SCARLETT O'HARA

IN LATITUDES



COCOKAI

This soothing view of the South Pacific is presented to you by Greg, Jennifer and Coco of 'Cocokai'. And no, we don't know where it is.

paperwork had been done incorrectly at Kupang and would have to be redone in Lovina!

What made it worse was that the rally representatives failed to explain what was going on. This mess lasted for three days, during which time the grapevine seemed to suggest that something new and different would be required. Some boats had left before finding out about the errors, so we can only hope they were able to check out of Indonesia without any huge problems. The Indonesian organizers were simply incompetent.

The highlights of our time in Indonesia were at the Komodo Islands, where we saw the dragons on the beach, and had fabulous snorkeling. We loved the Kumai River, where we went into the jungle to see the orangutans. We also came across some of the most wonderful anchorages we've ever been to. When we found a good one, we tried to spend a week. Among our favorites were at the northeast part of Adunara Island, Teluk Ginggo, North Komodo Island, and Gili Air.

Although some people thought the

air temps were too hot, we thought they were exceptionally nice. In fact, we enjoyed more evenings on our aft deck than we did in Mexico! The downside of the pleasant weather was that there wasn't much wind. As a result, we motored more than we have ever motored before. It is unfortunate that the distances are so great, because we had to make some overnight passages. For the final 500 miles or so of our cruise through Indonesia, we had to dodge fishing boats and freighters on a regular basis. Watches were very stressful due to the traffic and the fact that the weather became more unstable as we neared the equator.

Yes, we would do the rally again, but only for the paperwork. For although it got messed up, it eventually was corrected. We're not sure anybody could have gotten the paperwork done without outside help. In our opinion, the biggest problem with the rally is that the organizers and rally representatives are promoters, not sailors. We also feel

sorry for the many Indonesian towns that didn't seem to get anywhere near what they had been promised by the promoters. We would like to thank all the host towns for their hospitality, and we'd like to tell the organizers, "It's time to get your act together!"

— renee 10/08/10

Cruise Notes:

When you hear cruisers say they feel **safer in Mexico** than they do in the United States, you shouldn't roll your eyes. Despite the fear-mongering, fact-ignoring stories by the *New York Times*, the *L.A. Times*, and *CNN*, there is good reason for cruisers to feel the way they do. For yes, despite the highly-publicized narco violence in certain well-known areas of Mexico, the rate of death by firearms is actually higher — often much higher — in the United States.

For Mexico as a whole, the death by firearms rate for the first half of '10 was 5.36 per 100,000. For the United States as a whole, it was 10.2 per 100,000 — or nearly twice as high! Not exactly common knowledge, is it? If the U.S. media truly want to warn American travelers about going to dangerous places, where are their warnings about the **U.S. Virgin Islands**, 'America's Caribbean Paradise'? In '07, the U.S. Virgin Islands' death by firearm rate was 37.6 per 100,000 — more than six times as great as the rate in Mexico. Let's not kid ourselves, as there are some very dangerous places in Mexico, too. The northern state of Chihuahua, where notoriously violent Ciudad Juarez is located, is the worst of them all. But even it has a lower rate of death by firearms than do the U.S. Virgins.

Going to cruise to Puerto Vallarta this winter? You have reason to feel safe. So far this year, **Jalisco**, the Mexican state in which P.V. is located, has had

As much as we hate to admit it, the U.S. Virgins — this is beautiful Trunk Bay — are far more violent than any region of Mexico.



LATITUDE/NICK

CHANGES

a death by firearm rate of just 2.92 per 100,000, which is about 40% of the rate in California, about 30% of the rate in the southwestern United States, and about 8% of the rate in the U.S. Virgins. Would anyone like to offer any theories on why the U.S. press so greatly exaggerates the violent death story in Mexico, and so under-reports it in the United States?

No matter if you're in the States or in Mexico, the key to safety is staying away from the well-known dangerous areas, not looking for drugs, and not flashing wealth. In other words, don't be an idiot. To the best of our knowledge, the only narco violence along the Pacific Coast of Mexico has been in the megalopolis of Acapulco, where there has been some terrible narco-on-narco violence. Nonetheless, we wouldn't avoid Acapulco any more than we'd avoid San Francisco or Oakland because of their drug violence. We'd be particularly careful, to be sure, but we wouldn't avoid them. So as we're about to cast off for another season in Mexico, from the bottom of our hearts, we believe that we're going to a safer place than the United States. And the



HEATHER BOUND FOR GLORY CORSARO

The Banderas Bay Blast is for sailors who know that it's a good thing when it rains water balloons after a race in the tropics.

facts support our belief. If that changes, we'll be the first to let you know.

Here's a taste of upcoming events for cruisers in **Mexico** this winter with a list of some of them:

Nov. 11 — Governor's Cup, a four-day, casual rally from Cabo to La Paz right after the finish of the Ha-Ha, sponsored by Veleros de Baja. The group also puts on one themed race each month out of La Paz through the month of June to "get boats off the dock." Everyone welcome.

Nov. 25 — Turkey Day. Although there was no *Mayflower* to Mexico, everywhere American cruisers gather, there will be turkey, cranberry sauce and pumpkin pie.

Nov. 30 - Dec. 3 — Banderas Bay Blast and Pirates for Pupils Spinnaker Run from Punta Mita to Puerto Vallarta. This is 'nothing serious' racing — no handicaps or finish times, so everybody is a winner — that coincides with the annual opening of the **Punta Mita Yacht & Surf Club**, the Water Balloon Drop from the Nayarit Riviera Marina Sky Bar, the Pirate's Costume Ball, and much other silly stuff. There is no entry fee, but Blast t-shirts are sold to raise money for local charities. Sponsored by the Punta Mita Y&SC and Vallarta YC.

Dec. 4 — Vallarta YC Chili Cook-

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Off. The club's biggest charity event of the year is a gas, if you catch our drift, attracting upward of 500 people, many of them cruisers or retired cruisers.

Dec. 25 — Christmas. *Feliz Navidad*, no matter if you're up at Loreto or down at Bahia Navidad.

Feb. 4 — Puddle Jump Kick-Off Party, Paradise Marina, Nuevo Vallarta. *Latitude's* Andy 'Mr. Puddle Jump' Turpin and representatives from French Polynesia will be on hand to answer all your questions and help you avoid having to post the normal bond that is so expensive.

Feb. 1-6 — Zihua SailFest. This is the 9th year for the hugely successful cruiser fund-raiser that includes a fun race, a boat parade, and countless other cruiser and community events. SailFest supports four schools and 400 grateful students, and attracts matching funds. A truly free and worthy cause.

Feb. 12 — Puddle Jump Kick-Off Party at the Balboa YC in Panama City, Panama. *Latitude's* Andy 'Mr. Puddle Jump' Turpin and officials from French

Polynesia will again be on hand to answer everyone's questions and explain the various programs.

March 3-8 — Carnival in Mazatlan. It may not rank with Rio, but Mazatlan's festive Carnival is the best in Mexico and shouldn't be missed.

March 12 - April 1 — El Salvador Rally. This one starts in Mexico and meanders rally style to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is again putting up \$1,800 in prizes. Bill Yeagan and Jean Strain of the Hawaii-based Irwin 37 **Mita Kuuluu** started the event last year to raise awareness of the rewards of cruising El Salvador.

April 28-30, Loreto Fest. Hundreds of attendees, some even from boats, at-



The best way to make friends is to play together in groups — such as at Sea of Cortez Sailing Week or one of the other events in Mexico.

tend this very popular fund-raiser for local schools.

May 1-7 — Sea of Cortez Sailing Week. This year's event will be a month later than in prior years to take advantage of warmer water. In addition, the event will start from Loreto and cover the 125 miles to the finish at La Paz. Lots of fun

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racing with friends, but no entry fee.

For those lucky enough to have their boat or be able to charter a boat in the **Caribbean**, we've got some other suggestions:

March 4-7 — Heineken Regatta. St. Martin. Charter a boat and have a go — but only if you have no objection to competitive racing with several hundred other boats, and heavy drinking fueling wild partying. One of the most popular regattas in the Caribbean, this one is not for sissies.

March 7-8 — Carnival! The biggest is in Trinidad, but there are also great celebrations on all the other islands. Sometimes smaller is more fun, too. On the French Islands, they burn an effigy of Vaval the plantation owner on March 9 for one last evening of fun.

March 24-27 — St. Barth Bucket. where owners of boats over 100 feet long battle to win one of the 40 coveted slots in the fun regatta. The event offers the opportunity to see great yachts, modern and classic, in spectacular sailing conditions. The social scene in the intimate harbor sizzles, too.

March 28 - April 3 — BVI Spring



LATITUDE/NICK

It shouldn't come as an eye-opener that Carnival is by far the most colorful and sexy holiday of the year. You don't want to miss it.

Regatta. Charter a bareboat and let the rum and good times roll. Once again, drinking, partying and sailing go together in the Caribbean, so be prepared.

April 4-9 — Voiles de St. Barth. Anti-

gua Sailing Week as done by the French. *C'est tres bien, non?*

April 14-19 — Antigua Classic Regatta. for classic and spirit of tradition yachts only. For spectators and/or folks wanting to crew on boats, this is one of the best events in the Caribbean.

April 21-25 — Bequia Easter Regatta. Small island, small regatta, but huge fun! Nothing-serious racing in all kinds of boats, plus countless other activities on one of the best little islands in the Caribbean.

April 24-29 — Antigua Sailing Week. This is the wild and crazy tropical sailing event that launched the concept of sailing weeks for the rest of the world. Although now shortened to just four days and nowhere near as wild as it once was, it's still a prestige event in the Caribbean.

Given all the different islands, cultures and boats in the Caribbean, there is no end to sailing events, particularly in the winter and spring months. *All At Sea* magazine and *Caribbean Compass* are two good sources of information.

No whining about the wines in Mexico — that's the word from Pete and Susan

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Wolcott of the Kauai-based M&M 52 cat **Kiapa**. "If you want really good wine in Mexico, you'll want to bring a whole supply from California. But we found lots of very acceptable wines from the Baja region, and even a handful of exquisite wines, and at great values. Our two favorite labels are **Santo Tomas** and **L.A. Cetto**. We found barbera, nebbiolo, (dry) rose, and chardonnay that were *muy muy sabrosa*. Ensenada is a great place to sample and load up. Once you've identified your favorites, you can find them at the bigger retail outlets in Cabo, La Paz, Mazatlan and Puerto Vallarta."

"Several folks panned Mexican tuna in 'Lectronic as being 'pet food'," note Bruce and Alean Balan of the California-based Cross 45 trimaran **Migration**. "They are doing folks a disservice. Haven't they ever tried chipotle tuna? Delicious! You also talk about **Delo 400** being expensive in Mexico. Well, it's very expensive in New Zealand, as in \$24 to \$34 U.S. a gallon. We wished we'd lugged 10 gallons across the Pacific. Our great season in Tonga is coming to an end. We're heading back to New Zealand in November, but we'll be

stopping at Minerva Reef, where we'll celebrate getting married there a year ago."

"I just read the 'Lectronic about myths of Mexico," writes Dick Dueck of the Mazatlan-based Cal 2-46 **Blue**. "One of the myths that needs dispelling is that Delo 400 has to be expensive in Mexico. **Total Yacht Works** in Mazatlan sells it for \$16 U.S. a gallon, plus IVA of 16%. That's about \$5 more expensive than at Costco in the States, but I'm happy to pay the extra money so I don't have to lug it around and so I can help keep Total's owner, Robert Buchanan, in business. He's truly one of the really great engine guys in Mexico, and he won't rip you off, do shoddy work, or use substandard parts."

Originally from Canada, Buchanan



Ker-splash! In one of our favorite sailing photos ever, one of the 'RotKat' crew turns the blue Sea of Cortez water white.

has earned an excellent reputation over the years.

"Having left my cat in the Sea of Cortez for the summer, I'll be picking her up and heading down to Banderas Bay soon," reports fun-loving Arjan Bok, who spent five years building his Lidgard 43 cat **RotKat** on the San Francisco wa-

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terfront. "I'm thinking about stopping at Altata, which is on the mainland coast of the Sea of Cortez, on the way down. It looks like an interesting place, what with the locals using sails on their pangas to catch shrimp. The bar entrance will, of course, be challenging, but after San Blas, I found that cats like mine love surfing into new places!"

Cruisers love **Thailand**, and Thailand loves cruisers. But sometimes there are communication issues. That's why the Tourism Authority of Thailand created **Speak Thai**, a free mobile phone app that "let's you visit Thailand worry-free with over 2,500 words and phrases for all your needs." The press release claims "you can communicate with the Thai people anywhere, anytime, with a few touches. Install this app on your phone, and you'll have the power to speak Thai at your fingertips."

To suggest that one really would have the power to speak Thai at one's fingertips is overselling the app just a smidgen, but it can be very helpful, particularly with understanding the proper way to pronounce common niceties such as



LATITUDE/LAUREN

When in Krabbe, Thailand, you can use the Speak Thai app to ask which side of the navigation you should pass on.

'hello', 'please', 'thank you', and 'where is the bathroom', as well as assist in asking more probing questions, such as, 'Why does the government allow the taxi mafia to rip off all the tourists?' As most people

know, there are similar phone apps for all major languages, and they can make life in foreign countries a little easier and a lot more fun.

We intended to run Part Two of **Geja's** third season in the Med this month, but ran out of space. Since there are lots of lovely photos to go with his report, it will make for even more fun reading in December, wouldn't you agree?

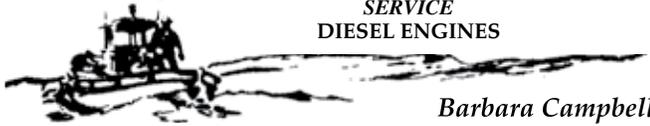
Caribbean 1500 organizers report that as of early October, they had 75 paid entries for the November 1 cruiser rally from Hampton, Virginia, to Tortola in the British Virgins. That's a healthy jump in entries from last year, and if we're not mistaken, an all time record fleet. While most 1500 entries are from the East Coast, a few are from out West. These include Tom and Diane Might of the Scottsdale-based Hallberg-Rassy 62 **Between the Sheets**; Mike and Sharon Dow of the Gold River, CA-based Bene-teau 49 **Charmed Life**; and Art Urbin of the San Jose-based Catalina-Morgan 440 **Destiny**.

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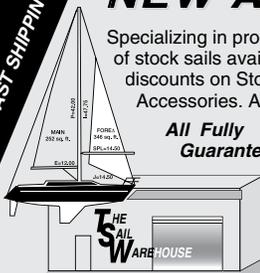
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the last for founder **Steve Black**, who has guided the crews of more than 2,000 boats along this route, which is normally much more challenging than the Ha-Ha. Starting next year, the event will be run by World Cruising Ltd, who manage the Atlantic Rally for Cruisers (ARC) and other cruising rallies. As for Black, he's tuning up a nearly new Pacer 42 for cruising in the Caribbean. He deserves it for a job well done over two decades.

"My Virgin Islands-based Hunter 54 **Botox Barbie** lost her stick in hurricane *Earl*, and about 12 large boats went up in just Crown Bay, Charlotte Amalie, U.S. Virgin Islands," reports Warren Stryker, "I've seen a lot of hurricanes down here, including the one that sank **Fifties Girl**, the *Bounty II* I sailed here from Sausalito nearly 30 years ago. But *Earl* was a weird one. He barely reached hurricane strength until well after he'd passed us to the north. But then a standing wave and a big gust came out of the west, and 10 or so boats were dispatched to destruction. I'd been onshore watching the area until about 30 minutes before this happened,

and everything looked fine. But there were a lot of folks who stayed around to witness the wave, and they swear that it looked like a tsunami."

"A couple of hours later," Stryker continues, "I was diving in zero visibility looking for *Barbie's* mast, trying to get it from under my mooring, where it was rudely prodding my *Barbie's* bottom. A couple of days later, John Phillip, my son, dove and found the sunken remains of a friend's boat. The friend generously offered us anything we wanted off her. So the second generation member of Piranha Yacht Renewables sunk his teeth into the heart-breaking remains of an incredibly equipped singlehanded ocean racer. Her 70-ft carbon spar was shattered into multiple pieces with no hope of restoration, so I'm still looking



Ex-Sausalitan Warren Stryker, with his son, John Phillip, sail 'Botox Barbie' the last few lengths to victory in the '07 St. Barth Regatta.

for a replacement stick. But the Piranha was not to go hungry, and the booty will help *Barbie* find a new mast and get her groove back. Despite all inevitable staph issues after storm diving, breathing all the compressed air seems to have renewed me. I feel like I'm 30 years younger, and will no doubt get it up — the new mast, that is — by Christmas.

"Having had my Cabo Rico 38 **Sander-**

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CHANGES

ling so badly damaged by being hit while underway by another vessel one night in the Bahamas, I'm no longer 'out there,'" writes John Anderson, who had nearly 10 good years of cruising the Caribbean after starting out from Alameda. "But a cruising forum is reporting that there will be some changes at very popular Elizabeth Harbor at **Georgetown** in the Exumas. The anchorage will no longer be free, as every boat will have to pay the harbor master \$30 a week. There may even be a \$2/bag charge for garbage. Because of an overabundance of lazy, rude and inconsiderate floating squatters who pumped their waste overboard, everyone will now be required to use a pump-out service, too. So get ready to 'pay to play'. It's one more free anchorage down the tubes. On the other hand, I've got a feeling that the quality of the '10-'11 cruising fleet will be exponentially improved there."

At the southern end of the Bahamas, Georgetown is often the turnaround point for folks doing a winter cruise from Florida. It's also known as 'Chickentown', for it's here that folks who had

planned to continue on to the Eastern Caribbean are faced with some potentially tough open water passages, and more than a few chicken out. We're told that it's not uncommon for there to be 400 boats in Georgetown at the height of the season.

As reported a few months back, Richard and Lori Boren of the Morro Bay-based Pearson 365 **Third Day** flew up from Mexico in June to buy a Hudson 52 ketch so they'd have a larger cruising boat for what they say will be their family's last season in Mexico. We asked for a comparison of the two boats.

"The good points are that there are now two wooden doors between the kids and us, and her bowsprit is intimidating enough to frighten others from anchoring right in front of us. The downside is that our fuel consumption went up along with our slip fees, and the amount of external teak went from almost none on the Pearson to the equivalent of a Taiwanese teak forest on our new-to-us

ketch. But overall, our whole crew loves the new floating house that happens to have sails."

Officials were stunned when **tourism in Mexico** jumped 20% this summer over last summer. The increase is expected to continue through the winter, as last winter Mexico tourism was savaged by a combination of the H1N1 flu hysteria — remember that mostly non-event? — and fears of narco violence. Americans and Canadians have apparently realized that narco violence in Mexico has so far been restricted to certain known areas — just the way it is in American cities. As a result, Americans and Canadians have been flocking back, to the beach resorts in particular. It's also interesting to note that the Mexican stock market hit an all-time high in mid-October, the *peso* has risen 5.5% against the dollar in the last few months, and despite the narco violence, major international companies are continuing to make major investments in what is, after all, Latin America's second largest economy after Brazil. Viva Mexico!

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20-FT OPEN 5.70 #189 MANIC. 2007. Redwood City Dry Boat Storage. \$24,000/obo. French built white hull, OD sails, 2 spins (1 new), trailer with lights, dual rudders, depth sounder, Rockbox GPS, lifting straps, keel hoist, full waterproof boat cover, excellent shape, dry sailed, covered. Turnkey fun, fast sportboat, growing OD fleet. www.vimeo.com/14167375. (509) 637-3761 or chrismilloyd@gorge.net.

24-FT YANKEE DOLPHIN, 1968. Lake Tahoe. \$5,000. Sparkman & Stephens design, 6hp Nissan 4-stroke outboard motor, located in Lake Tahoe for the last 15 years. Phone: (530) 919-6198.

19-FT WEST WIGHT POTTER, 2001. Folsom Marina #B37. \$9,500. Complete package, including trailer with extension hitch, sails, sail covers, stove, Porta-Potti, cushions, 4-stroke 5hp Nissan motor, etc. Sleeps 4. Contact for complete details. (916) 409-0988 or bhuth@wavecable.com.



21-FT SEAPEARL, 1986. Tempe, AZ. \$6,000/obo. SeaPearl "ketch cat" sailboat with teak/mahogany deck, galvanized trailer, dual ballast, centerboard, anti-foul paint, cushions, motormount, cover, center and captain's seat. This is a fun boat! www.marine-concepts.com. Contact Kevin at (602) 821-0284, (480) 759-0318 or k-mart@cox.net.



22-FT SANTANA SCHOCK, 1971. Coyote Point Marina \$2,300. Large cockpit, tiller AP, submersible VHF, portable butane stove, longshaft 5hp 4-cyl outboard. Sails in fair condition. \$100/mo sidetie slip available. rtailon@yahoo.com or (650) 726-5083.

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24-FT MELGES. Alameda Boatyard. \$20,000. Hull #14. Race ready. Full boat covers. Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.

25 TO 28 FEET



25-FT INTERNATIONAL FOLKBOAT. 1973. SF Marina; Gas House Cove. \$4,999. Ready to sail. Main, 3 jibs, spinnaker and pole, LED lights, VHF, stereo, many upgrades. See more at: <http://sites.google.com/site/folkboat4sale/>. (702) 290-0772 (cell) or (415) 885-9200 or gfung@pacbell.net.

27-FT CATALINA, 1978. Berkeley. \$5,900/obo. Joy. Unique w/custom portholes, roller furling. Ready to sail, upgraded chainplates, recently tuned rig. Running Atomic 4. Huge owner network. Coastal cruiser. Liveaboard ready. Transferable slip. www.flickr.com/photos/53701147@N07/. (310) 903-9501 or lobster@brindze.com.

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9-FT BRIGG, 2009. Alberton, Montana. \$1,200. Brigg 9-ft dinghy - Hyperlon. Purchased last year for \$2,300. Hard bottom, very little use - 1/2 price - \$1,200. (406) 722-0105 or jwd1079@yahoo.com.

24 FEET & UNDER

24-FT ISLANDER BAHAMA, 1965. Berkeley Marina. \$1,750/obo. Solid Bay boat with all sails, two 4-1/2hp outboard motors, good condition, sleeps 4, PT liveaboard OK (3 nites/week). Berth is transferable. (510) 376-8683 or meezers@sbcglobal.net.

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27-FT NOR'SEA, 1980. Moss Landing, CA. \$16,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check website for pictures and detailed info: www.kabai.com/seablossom. (408) 218-9604 or Kabai@yahoo.com.



27-FT ERICSON, 1976. Alameda (Balena Marina). \$7,000/obo. Sloop-rigged sailboat. Wheel steering with tiller attachment. Standing and running rigging in good condition. 18hp 2-cyl diesel inboard. Self-furling jib added in April 2008. (510) 205-1973 or mary_wilmot@hotmail.com.



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29 TO 31 FEET

30-FT CATALINA, 1976. Paradise Cay, Tiburon. \$17,900. Universal Atomic 4 gas engine and transmission, completely rebuilt by Jacobson Machine. Self-furling jib, rigged for spinnaker. Surveyed, bottom cleaned and painted Aug 2007. New propeller shaft, bearings, fathometer, exhaust system, hoses and bilge pump. (Possible partnership). (415) 342-3181 or anne-christine@comcast.net.



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30-FT SANTANA 3030PC, 1982. Ventura. \$27,000. Race or cruise. 2-cyl Yanmar 267 hrs. 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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30-FT OLSON, 1978. South Lake Tahoe. \$12,000/obo. *Wraith* is loaded, 20+ sails, racing/cruising, rebuilt trailer, GPS, VHF, beam of destiny, jock strap, double spreaders, rod rigging, Nissan 3.5hp, new V-berth cushions. 2009 fleet champion. (530) 416-6100 or wilsonrs@charter.net.



31-FT PEARSON SLOOP, 1978. Brisbane. \$18,500. Hull #6/65, dry, fast, very good condition, 2008 inspection, Volvo Penta MD13 23hp, new prop (2009), rigging led to cockpit, Hansen (2010), main + 100% jib, Hogan (2007), 130% genoa, Hogan (2010). Contact Tom. (408) 316-3744.



30-FT MODIFIED HERRESHOFF H-28. 1963. Emery Cove Yacht Harbor. \$7,500. 2009 survey and new standing rigging. Yanmar 2 GM remounted 2010. Monitor windvane and Nutshell pram. Interlink electrical, cabin heat and 3-burner propane stove. Contact (415) 517-4724 or troberts@esassoc.com.

32 TO 35 FEET

33-FT PEARSON 10 METER, 1976. Richmond, CA. \$12,500. Excellent condition. Like-new Yanmar diesel, new shaft and prop, cruising spinnaker like-new. Autopilot, depth, knot meter, VHF. Fun boat to sail. Safe and dry cockpit, wheel steering. (831) 334-1161.



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35-FT BENETEAU 343, 2006. Marina Bay Yacht Harbor, Richmond. \$118,000/obo. Pristine condition, professionally maintained. Raymarine E-80 chartplotter, radar, autopilot, wind, depth, knotmeter. Lewmar electric windlass, furling jib, StackPack main, microwave, AM/FM radio with 10-CD player. (707) 545-6542 or roy@rnjlw.com.

34-FT CAL, 1969. Ventura. \$12,000. Monitor wind vane, tiller, new standing and running rigging, new AGM batteries, Sanyo refrigerator, roller furling, lots of new equipment, Atomic 4, new gas tank, hauled and painted May 2009, new thru-hulls, great liveaboard. (805) 794-1603 or k9bonzer@yahoo.com.



33-FT HUNTER 33.5, 1992. Marina Bay, Richmond, CA. \$45,000. Very well maintained, clean boat ready to sail, USCG register full equip. Only serious parties please. georgefields7@comcast.net or (707) 331-7491.

32-FT CATALINA C320, 2004. Dana Point. \$98,750. 110 hours, excellent condition. Collinite detail, new bottom paint, 2 new 4D batteries, professionally re-bedded, adjusted rigging, modified pulpit, roller fits 30-ft slip (32' LOA). Owned since new, photos on request, extras. (949) 842-1032 or jnaki@cox.net.



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34-FT SAN JUAN, 1984. \$30,000. Price reduced for quick sale. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib. 3GMD Yanmar, Achilles dinghy, large bimini. Original owner. (510) 420-8956 or nino@access-print.com.

33-FT RANGER, 1978. San Diego. \$19,500. Universal diesel, wheel, AP, good sails, dodger, dinghy, VHF, GPS, lines led aft, extra tankage, good stereo, lots of goodies included. Well maintained example of Gary Mull's (and *Latitude's!*) favorite economy cruiser. (949) 500-9631 or jeffsrck@yahoo.com.



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$74,800. Blue water cruiser, located in San Carlos, Mexico, ready to sail the world, full cruise equipped, more information on our website, or email. <http://youngsun.squarespace.com/specs>. (970) 259-5102 or mohrmonte@gmail.com.



35-FT COOPER 353, 1981. San Diego. \$52,500. Roomy, solid coastal cruiser. Excellent condition with many improvements. New engine, batteries, wind generator, nav equipment. Good looking boat inside and out. Divorce sale. See details and pictures at: <http://picasaweb.google.com/114099174294335707289/Cooper353#>. Call (928) 699-0986.



32-FT ERICSON, 1971. Bruno's Island, Isleton. \$18,900. Great cruising and Bay boat. Well maintained, excellent mahogany interior, new bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar diesel, LectraSan sanitation, depth sounder, knotmeter. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.



33-FT HANS CHRISTIAN, 1980. San Diego. \$119,000. Change of plans! Fully refitted for S. Pacific voyage. New Yanmar, electronics, watermaker, sails, rigging, batteries, solar, canvas, dinghy and spares. Loads of cruising gear. Ready to go. (619) 319-0136.



34-FT PETERSON SLOOP, 1977. Alameda, Fortman Marina. \$29,000 +. State-of-art race boat. Very strong, built by Composite Technologies in Texas. Looks almost new with recent LPU Paint hull/deck/cabin. New race bottom paint 9/22/10. Excellent equipped for race and cruise. Lines to cockpit. Cruised Mexico and won many singlehanded and crewed races. Beautiful hard dodger. Solar panels on dodger, power everything, including Adler Barbour refrig. 3-tiller autopilots, GPS with backup. Self-leveling radar. Need pole for backstay. Hydraulic backstay, folding prop, 70gal fuel, 30gal H2O, SSB, VHF. New spinnaker, North 3DL main & 95% + 125%. Roller furling, windlass. Traveler in cockpit with camcleat. Bimini with side and back curtains. (925) 726-9572 or frm1414@yahoo.com.

34-FT CATALINA, 1989. Emeryville. \$49,500. *Deillah*. Meticulously maintained and in excellent condition. MUST SEE! Ready for Bay sailing and coastal cruising! Photos and details given at website: <http://web.mac.com/schubertsarkis>. (925) 212-7431 or ssarkis34@yahoo.com.

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34-FT TARTAN 34C, 1974. Vallejo. \$30,800. Drastic reduction, was \$38,500; offer good till Nov. 30, 2010. Will not be repeated. blogspot details of this classic S&S design, hull 247 of 525. New: Yanmar, Fleming windvane, Profurl, electric windlass, etc. www.tartan34C.blogspot.com. (707) 644-2093 or marinsail3@yahoo.com.



35-FT JASON, 1979. Oakland. \$79,900. Hard-to-find sailboat, great cruiser. Meticulously maintained, 35-ft, canoe-stern, excellent condition. 1979 Ted Brewer design. Clean custom interior, mahogany/teak, diesel cabin heater. Fiberglass hull, teak cockpit; full enclosure with removable rear and side panels. New paint on mast, standing rigging (2009); new staysail, Furuno radar, arch, solar panels (2010). Stout but nimble, elegant, comfortable, built to sail anywhere. Ready for Mexico and beyond. Set up for singlehanded, but great for a couple. See website: <http://sv-isa.blogspot.com>. Email calmport1@earthlink.net.



34-FT J/105, 1992. Sausalito Yacht Harbor. \$70,000/obo. Hull #42. *Jose Cuervo* has new mast, furler, foil, pole rig and turnbuckles. Keel and rudder faired. Minimum class wt. Big Boat winner, light and fast. (415) 218-6312 or mhm@4ibp.com.

34-FT HUNTER, 1984. Sausalito, CA. \$19,500. If you can find a cruise-ready sailboat at this price, take it! This is a 34-ft sailboat that could leave for Mexico tomorrow. Just fill up the water and fuel and turn left after leaving the Golden Gate. Any takers? This is an excellent, first time boat that is rigged for singlehanded and operates well under all conditions. I love this boat, but I am now the owner of another boat, so it is time to sell. This Hunter is priced to move. Photos and a detailed description of the boat can be found at: <http://witchdoctorsailboat.webs.com>. Contact (415) 497-6116 or medicre@yaho.com.



36 TO 39 FEET

36-FT PEARSON, 1975. Pt. Richmond, CA. \$29,000. In good, clean shape. Main, 110 genoa, 150 genoa, spinnaker. Volvo 2003 diesel 30 gals fuel, 100 gal water, knot meter, depth sounder, Anderson primary winches, dodger. 2-burner Origo stove w/oven, Nice interior, nice sailing boat. Will send pics. (415) 209-6323 or jmshubie@gmail.com.

37-FT RAFIKI, 1977. Sausalito. \$62,500. Stoutly built offshore cruiser, just back from Mexico via Clipper Route. Rebuilt diesel, Monitor and electric autopilots, radar, liferaft, etc. Beautiful boat! And fast. (415) 331-3612.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$35,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. Contact (805) 200-6089 or traim69@hotmail.com.

37-FT GULFSTAR, 1978. Berkeley Marina. \$27,500. Great boat to sail, roomy, comfortable and very stable. Extensive rehab in 2002, new standing and running rigging, thru-hull fittings, roller furling, head and holding tank and more. Perkins 50hp diesel. (619) 244-2144 or jimhumphrey@cox.net.

CATALINA 36 MK II, 1995. Alameda, CA. \$85,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. (510) 523-4081 or roystark@aol.com.

37-FT ALBERG, 1980. Port Townsend. \$60,000. Excellent condition, well maintained. Lots of sails. Profurl roller furling, Volvo diesel, windlass, Monitor and Autothelm self-steering, GPS, VHF and sideband radios. Bruce anchor, 200' chain, dinghy and outboard, recent survey. Contact James. (360) 765-3222 or jarsulich@olympus.net.

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.

36-FT ISLANDER, 1981. Sausalito. \$42,500. Fast and fun. Perfect Bay boat. Pathfinder 4 cyl. diesel, good sails, autopilot, hot and cold pressurized water, inverter, VHF, and anchors. New head plumbing, and packing gland. Sausalito slip. Call to see. (415) 602-8464.



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

39-FT FREYA, 1978. San Rafael. \$68,000/obo. Ready for cruising. Great liveaboard. New rigging, watermaker, fuel tanks, and much more. This boat is loved; unfortunately we have to sell her. Must see! (415) 717-5815 or torangeiser@hotmail.com.

37-FT CREALOCK, 1977. Everett, WA. \$99,000. 2-owner Crealock upgraded with Yanmar, MaxProp, new standing and running rigging. Groco thru hulls, head, tanks, reefer, instruments, heater, dodger, many more extras, see website: www.sailblogs.com/member/caprice. (425) 876-5659 or (425) 423-9720 or caprice37@hotmail.com.



38-FT CUSTOM CASCADE CUTTER. 1992. South Beach Harbor. \$68,500. *Second Verse* and I just completed the Singlehanded Transpac. It was the best experience of my life and if you are thinking of doing this race, stop thinking about it and just go for it! You will love every minute of it, well, maybe not every minute! Due to family reasons, I need to sell *Second Verse* at this time. She is totally equipped and ready to go back again. Way too much to list here. Send me an email and I will send you the spec sheets with more photos. Good luck and never stop dreaming! (650) 867-2145 or agoldman@csus.org.

37-FT BENETEAU 373, 2005. Emeryville. \$142,000. Great Bay boat or cruiser in Bristol condition. Thoroughly upgraded and loaded with extras. Two cabin version, deep draft, Yanmar 40hp, radar, GPS/plotter, dinghy and Honda OB, autopilot, windlass, Tridata, MaxProp. Epiphannie373@hotmail.com or (916) 212-1322.



38-FT HALSEY HERRESHOFF. cat ketch, 1983. San Rafael \$49,000. Halsey Herreshoff-designed. Fast, beautiful, easily handled liveaboard cruiser. Unstayed carbon-fiber masts. Diesel. Impressive wood interior. Two sleeping cabins. Two heads one w/composting toilet. Brand new sails and Awl-Grip. Extremely well equipped. (707) 254-0220.

40 TO 50 FEET



48-FT ISLANDER, 1985. Sausalito. \$185,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or sailonbaby@gmail.com.



BENETEAU 473, 2004. Beautifully maintained, lavishly equipped, lightly used, three staterooms. Elite upgrades: electric winches, bow thruster, air conditioning, heating, generator, MaxProp, Yanmar engine, epoxy barrier, forward scanning sonar. Best 473 buy. No sales tax! For complete info and photos visit: <http://yachtamicus.com>.

40-FT ANDREWS, 1984. Redwood Landing Marina. \$15,000. *Sugar Sue*, So. Cal boat. Carbon fiber hull, modified rig, inboard diesel, not much sail inventory. Marine lien sale. Needs some work. (650) 363-1390 or rich@spinnakersailing.com.



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40-FT SANTA CRUZ, 1983. Monterey. \$99,000. Excellent condition. Completely updated and outfitted for cruising in 2008. New Ballenger spar and rod rigging. New integrated Raymarine E Series chart plotter, radar, speed, wind, depth, and autopilot. New Lewmar windlass, Xantrex inverter, Icom VHF, oven range, stereo, feathering 3-bladed MaxProp. New gel coat decks and topside paint. New dodger canvas and cockpit cushions. Custom recessed transom ports. A fast performance racer/cruiser ready to go anywhere. Contact (831) 915-3540 or jimbo@mbay.net.

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.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, rf genoa, low hrs on main and 5kw genset, watermaker, chart plotter, radar, Espar heat, much more. Email tuesday1995@hotmail.com or (206) 295-1024.



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.

44-FT KELLY PETERSON, 1977. Kemer/Antalya Turkey. \$90,000.00. Fully loaded/ready for cruising. Perkins 4236/1993 90hp engine rebuilt 2009. 5 sails including beautiful chute. In process of installing Raymarine HD radar. PUR watermaker, solar panels, KISS wind generator, 2009 AGM batteries, much, much more. Located on the beautiful Turquoise Coast at Kemer/Antalya, Turkey. See marina website: www.Kemerturkizmarina.com. Will be on board November. Rent paid to May 2011. Email jking38701@aol.com.



44-FT LANCER 42, 1981. Cancun, Mexico. \$120,000. True motorsailor, aft cockpit, all business outside - all pleasure inside. 14' beam, 6' draft, 44' overall. Perkins T6-354 180hp, radar, VHF, GPS. All other electronics, raft, spares, tools, dinghy/motor. Fresh paint bottom & top Feb. 2010, including interior refinish. Not a fire sale. Serious inquiries only. Boat sailed without problems from CA to Panama and up to Cancun. Very comfortable true motorsailor. Excellent engine cruise at 7 to 8 knots and use 1.2GPH. 200G fuel. Good sails and autopilot. Can bring boat to Miami. israelkezra@hotmail.com.



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 HUNTER LEGEND, 1986. La Paz, MX. \$68,000. Cruise ready for the 2010/11 season, full electronics, comfortable performance cruiser. Constantly upgraded with newer equipment. Call or write for details and pictures. Save money by buying in Mexico. (530) 957-2810 or gregondetente@gmail.com.

40-FT HANS CHRISTIAN CHRISTINA. 1988. Peninsula. \$125,000. Modern design, light teak interior, Pullman berth and aft stateroom, CapeHorn self-steering, self-tailing winches, sails beautifully. Plans changed, not using it very much. Contact: HCchristina40@gmail.com or leave message on phone at (650) 563-5686.



43-FT ROBERTS 434 CORTEN STEEL pilothouse, 1997. Tomales Bay. \$75,000. Serious offshore cruiser ready to go. Corten steel, modern underbody, Yanmar 75 turbo 350hrs, radar, watermaker, 640w solar, Lofrans windlass, good sails with cockpit sail handling. More at: http://sites.google.com/site/svfunkadelic. Email svfunkadelic@gmail.com.



45-FT LOA LAURIE DAVIDSON. Burson, CA. Now \$75,000/obo (was \$90,500). Infrared. Cross-over racer/cruiser. Now a roomy Swan-like cabin "furniture boat". New refrigeration, microwave, new extra batteries, with perfect sine wave inverter for internet-computer navigation station. 3000 Autohelm, walk-up sugar scoop transom. Like-new fully battened Dacron with dbl reef (self tacker) with Harken roller furler 100% jib. We almost made it for the Baja Ha-Ha this year, but family illness made change of plans (wife has cancer). Compares well with any boat in performance and 3-cabin layout accommodation. Owner may carry for right buyer with 1/3 down-5 years-at 5%. Ray Lopez, Bonita Ranch. (209) 772-9695.



BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or sail@voleauvent.com.

40-FT COLUMBIA, 1965. Sausalito. \$18,000. Great condition. Charles Morgan design. Beam 10'8", hydraulic centerboard, JRC radar, autopilot. Atomic 4. Good sails including new jib. Fresh paint topsides. One of only 55 models made with steel skeleton. Contact Chris. (415) 332-3229 or hmasteryfh@gmail.com.

51 FEET & OVER



65-FT FREEDOM, 1981. Berkeley Marina, L Dock. \$65,000. Fiberglass/balsa core, 200hp Volvo Penta diesel, about 100hr. 3 carbon fiber 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.

CLASSIC BOATS



27-FT SEA ISLANDER, 1954. Alameda. \$12,000. 30-ft overall, sloop rig, mahogany on oak, bronze fastenings, new Yanmar diesel, 90% new oversized standing and running rigging. Professionally and lovingly maintained. Serious inquiries only. (925) 933-4252 or (510) 506-8578 or sandrabackovich@sbcglobal.net.

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42-FT KURT HUGHES CRUISING CAT. \$6,000/obo. Both hulls are about 65% complete, but unfinished. The builder ran out of time and money. Hulls have been turned. Includes the plans. (805) 461-0434 or (805) 235-7937 or michaelcurtis7982@sbcglobal.net.



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42-FT TWO LIVEBOARD floating homes/houseboats, 2003. Docktown Marina, Redwood City. \$55,000. In prime liveboard slips. 36-ft (\$23,500, 3 rooms, fully renovated) and 42-ft (\$55,000 - yr. 2003, 2 bedrooms, balcony, walk-on roof, like new). Phone calls only Tues. - Sat. (650) 868-3166.

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BENETEAU 393 PARTNERSHIP. Sausalito. \$500. Clean, well maintained fast cruiser. Upgraded interior, winches, prop, diesel, full electronics, classic main, fully equipped. Qtr usage non-equity; may consider 1/8 or equity arrangement or sale. <http://marigotgroup.com/strider>. (415) 332-4401 or (415) 331-4900 or 393@marigotgroup.com.



CLIPPER MARINE 30' PARTNERSHIP. DEAL! Sausalito. Non-equity 1/3 sailing share (realistically almost full share) for CHEAP (\$50/mo) in return for project managing routine and some deferred maintenance. Well equipped, great boat, just needs TLC! Photos available. (415) 971-9772 or srdjohnson@gmail.com.



42-FT SAILBOAT in Bahamas/Caribbean. I'm offering partial ownership shares in my very well-equipped Hunter Passage 42 CC, currently located in the Bahamas. Co-owners may sail it there or may take it down into the Caribbean. \$40K for 1/4 ownership (3 consecutive months' usage each year) or \$70K for 1/2 ownership (6 consecutive months' usage each year). See the website for more info: <http://sites.google.com/site/hendrickssailing>. (801) 792-1421 or DougHndrx@gmail.com.



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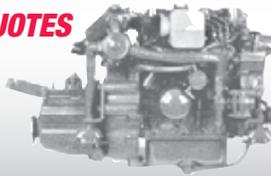


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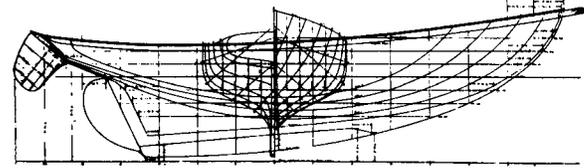
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