Come on over and have a look at our new website.

www.grandmarina.com

Perfection. One step at a time.

GRAND MARINA

• Prime deep water concrete slips in a variety of sizes
• Great Estuary location at the heart of the beautiful Alameda Island
• Complete bathroom and shower facility, heated and tiled
• FREE pump out station open 24/7
• Full Service Marine Center and haul out facility
• Free parking
• Free WiFi on site!
• And much more…

DIRECTORY of GRAND MARINA TENANTS

Bay Island Yachts ......................... 8
Blue Pelican Marine ..................... 156
The Boat Yard at Grand Marina ... 21
Lee Sails .................................. 157
Pacific Crest Canvas ................. 55
Pacific Yacht Imports ............... 10
Rooster Sails ......................... 70
UK Sails ................................

GRAND MARINA

ANDERSON-ENCINAL

510-865-1200

Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501

www.grandmarina.com
A Family Affair

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.

2500 miles of sailing provides plenty of memorable moments. “Mum and Dad” showing up at the various stops with home cooked meals...A bit of sibling bickering...Sailing for hours in the middle of the night in 30 knots of wind with a well behaved Pineapple spinnaker. “Loved the Pineapple spinnaker.”

Santana placed 1st in class 4 and won line honors at every stop.

Santana’s Pineapple Sails have served the Perrins well, over many years and many miles. Whether you are sailing around the Bay, around a country or two, or around the world, our commitment is to quality and performance.

Give us a call.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at:
West Marine in Oakland, Alameda, or Richmond;
or Svendsen’s in Alameda.

*Powered by Pineapples

PINEAPPLE SAILS
Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave., Alameda, California 94501
CONTENTS

subscriptions 6
calendar 8
letters 18
loose lips 74
sightings 76
tsunami survivors 90
eye on the bay 94
season champions, pt. I 98
max ebb: down the hatch 104
baja ha-ha profiles, pt. III 106
the racing sheet 114
world of chartering 126
changes in latitudes 132
classy classifieds 150
advertisers' index 157
brokerage 158

Cover: Sky Hawk takes wing on a beautiful October day.
Photo: Latitude 38/Rob
Copyright 2010 Latitude 38 Publishing Co., Inc.
<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hollman</td>
<td>1989</td>
<td>169,950</td>
</tr>
<tr>
<td>Beneteau 49</td>
<td>2009</td>
<td>380,000</td>
</tr>
<tr>
<td>Beneteau 473 3-cabin</td>
<td>2006</td>
<td>329,000</td>
</tr>
<tr>
<td>Beneteau 473</td>
<td>2004</td>
<td>258,000</td>
</tr>
<tr>
<td>Beneteau First 47.7</td>
<td>2001</td>
<td>SOLD</td>
</tr>
<tr>
<td>Amel Maramu</td>
<td>1985</td>
<td>124,000</td>
</tr>
<tr>
<td>Gulfstar CC</td>
<td>1979</td>
<td>SOLD</td>
</tr>
<tr>
<td>Beneteau 423</td>
<td>2005</td>
<td>199,999</td>
</tr>
<tr>
<td>Cascade</td>
<td>1971</td>
<td>47,500</td>
</tr>
<tr>
<td>Island Packet</td>
<td>1998</td>
<td>225,000</td>
</tr>
<tr>
<td>Hardin Seawolf ketch</td>
<td>1970</td>
<td>70,000</td>
</tr>
<tr>
<td>Beneteau 393</td>
<td>2003</td>
<td>SOLD</td>
</tr>
<tr>
<td>Carroll CM 1200</td>
<td>1995</td>
<td>59,900</td>
</tr>
<tr>
<td>Island Packet 380</td>
<td>1999</td>
<td>239,000</td>
</tr>
<tr>
<td>Tartan 3800</td>
<td>1995</td>
<td>129,000</td>
</tr>
<tr>
<td>C&amp;C 37</td>
<td>1985</td>
<td>59,900</td>
</tr>
<tr>
<td>Pacific Seacraft</td>
<td>1984</td>
<td>129,000</td>
</tr>
<tr>
<td>Tartan 3700</td>
<td>2006</td>
<td>239,000</td>
</tr>
<tr>
<td>Beneteau 361</td>
<td>2002</td>
<td>109,500</td>
</tr>
<tr>
<td>Beneteau 361</td>
<td>2000</td>
<td>114,000</td>
</tr>
<tr>
<td>Cape Dory ketch</td>
<td>1984</td>
<td>89,900</td>
</tr>
<tr>
<td>CS Merlin</td>
<td>1998</td>
<td>82,500</td>
</tr>
<tr>
<td>Island Packet 350</td>
<td>1999</td>
<td>169,000</td>
</tr>
<tr>
<td>C&amp;C 35 Mk III</td>
<td>1983</td>
<td>49,900</td>
</tr>
<tr>
<td>Dehler 35 CVS</td>
<td>1996</td>
<td>82,000</td>
</tr>
<tr>
<td>J/109</td>
<td>2003</td>
<td>SOLD</td>
</tr>
<tr>
<td>J/105</td>
<td>1999</td>
<td>94,000</td>
</tr>
<tr>
<td>Aloha sloop</td>
<td>1984</td>
<td>49,500</td>
</tr>
<tr>
<td>Beneteau First 310</td>
<td>1993</td>
<td>44,900</td>
</tr>
<tr>
<td>Juno Produkter, beautiful classic wooden boat</td>
<td>1960</td>
<td>38,000</td>
</tr>
</tbody>
</table>

**POWER**

- 42' Californian aft cabin 1987 119,950
- 38' PC True North 2007 369,000
- 34' Sea Ray 340, trade-in 2006 134,900

---

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

The new **Sense 50**, featuring 'Dock & Go' technology, was a winner with five confirmed sales along with at least thirty other Beneteaus at the show. Both the new First 30 and First 35 received multiple orders. 'Dock & Go' allows joystick control for a boat to literally pull away from a dock and turn 360 degrees and re-dock within its own length.

Visit us to learn why Beneteau is the industry leader in quality, performance, technology and value.

---

**SAIL**

- **Island Packet 380**
  - 1999 $239,000
- **Beneteau 473**
  - 2004 $258,000
- **J/105**
  - 1999 $94,000
  - 2 from $109,500

---

**LISTINGS**

- Island Packet 380
- Beneteau 473
- J/105

---

**New!**

- Beneteau Sense 50
- Beneteau Oceanis 58
- Island Packet 465
- Island Packet 460

---

**Select Listings**

- **Beneteau 361**
  - 2000 $84,000
- **Beneteau 31**
  - 2000 $75,000 REBATE

---

**Need Tax Savings for 2010?**

Twenty-six year marine industry veteran **Mik Maguire** is the new Charter Placement Manager for Passage Yachts, Inc., in Northern California. Beneteau Yachts are the most often selected yachts worldwide for charter application. Placement ensures year-end tax savings and additional income. Contact Passage Yachts for details and a prospectus on this attractive version of yacht ownership.

---

**Passage Yachts**

1220 Brickyard Cove Rd
Pt. Richmond, CA
p: 510-236-2633
f: 510-234-0118

1070 Marina Village Pkwy #101
Alameda, CA
p: 510-864-3000
f: 510-337-0565

www.passageyachts.blogspot.com • www.passageyachts.com
Meet the R27 Trailable Tug.

Nearly 50 sq. ft. of deck space – 25% larger than our original R25 – means easy access to the standard 180 HP Yanmar diesel, more storage, and a midship office with desk and chair. Cooks will love the full-service galley, while at the helm, standard bow and stern thrusters let you maneuver in even the tightest spaces. Solar panels are an option for 2011 helm, standard bow and stern thrusters let you maneuver in even the tightest spaces. Solar panels are an option for 2011.

New & Pre-owned Ranger Tugs in Stock Now!

New Boat Weekend • November 12-13-14

New Ranger Tugs in Stock* (base price)
Ranger 29 Tug, 2011 ..........................$224,937
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

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor ..........Richard Spindler ..........richard@latitude38.com ..........ext. 111
Associate Publisher .............John Arndt .............john@latitude38.com ...........ext. 108
Managing Editor .................Andy Turpin .............andy@latitude38.com ...........ext. 112
Editor ..................La Donna Bubak .............ladonna@latitude38.com ...........ext. 109
Racing Editor ..................Rob Grant .............rob@latitude38.com ...........ext. 105
Contributing Editors ............John Riise, Paul Kamen
Advertising Sales .............John Arndt .............john@latitude38.com ...........ext. 108
Advertising Sales .............Shawn Grassman ...........shawn@latitude38.com ...........ext. 107
General Manager .............Colleen Levine ...........colleen@latitude38.com ...........ext. 102
Production/Web .............Christine Weaver ...........christ@latitude38.com ...........ext. 103
Production/Photos ..............Annie Bates-Winship ........an@latitude38.com ...........ext. 106
Bookkeeping ......................Jesse Mowry .............jessey@latitude38.com ...........ext. 101
Directions to our office ..........press 4
Subscriptions .......................press 1,4
 Classified ............................class@latitude38.com ..........press 1,1
Distribution .....................distribution@latitude38.com ..........press 1,5
Editorial .....................editorial@latitude38.com ..........press 1,6
Calendar ......................calendar@latitude38.com ...........press 1,6
Other email ......................general@latitude38.com

Please address all correspondence by person or department name
15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816
www.latitude38.com
No time like the present... The 2010 Boat of the Year at the Lowest Price of the Year

The end of the model year means the boat you've been dreaming about all year long – the award-winning Catalina 445 – is priced to sail away now. Call or come by and let us finalize your dream of owning the Catalina 445.

For over 35 years, Farallone Yachts has been known for superior product knowledge, unparalleled service, and exceptional customer satisfaction. We're the exclusive Bay Area dealer for Catalina Sailing Yachts, the largest privately owned and operated manufacturer of U.S.-built sailing yachts in the world.

New Catalina Yachts in Stock
Catalina 445, 2010
Catalina 375, 2010

Preowned Catalina Yachts at Our Docks
Catalina 440, 2005 ...................... Coming soon
Catalina 42, 1993 .......................... $124,500
Catalina 42 MkII, 1996 ................... 149,900
Catalina 400, 2004 ....................... 220,000
Catalina 400, 1997 ....................... 139,500
Catalina 36 MkII, 2005 .................. 129,000
Catalina 36 MkII, 2004 .................. 127,777
Catalina 36 MkII, 1999 .................. 93,750
Catalina 36, 1986 .......................... 44,000

Catalina 350 MkII, 2004 .................. 144,500
Catalina 350 MkII, 2004 .................. 127,500
Catalina 350 MkII, 2008 .................. 169,500
Catalina 34, 2007 .......................... 134,500
Catalina 34, 2004 .......................... 109,500
Catalina 320, 2000 ....................... 74,900
Catalina 320, 1999 ....................... 83,750
Catalina 310, 2007 ....................... 94,500

Preowned Sailing Yachts at Our Docks
Cavaler 45, 1985 ......................... 199,500
Hunter 37, 1987 ........................... 61,500
Hunter 36, 2004 ........................... 119,000
Islander 36, 1977 ......................... 39,900

Hunters 31, 2007 .......................... 84,900
Nonsuch 30, 1981 ........................ 49,000

New Ranger Tugs in Stock*
Ranger 29 Tug, 2011 ...................... $224,937
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

*base price

BOATS ARE SELLING • LIST WITH US • TEN BOATS SOLD SINCE AUGUST!

Come Walk Our Docks! Open Boat Weekend November 12-13-14
After a grueling 66-day transatlantic journey Joshua Slocum sailed from Martha’s Vineyard aboard the Schumacher 52. Smith, passed away in Long Island, New York.

In Grand Marina

(510) 814-0400
Fax (510) 814-8765
2099 Grand Street, Alameda, CA 94501
www.bayislandyachts.com
yachtsales@bayislandyachts.com

Visits Us Online At www.bayislandyachts.com

Yachts

PETerson 34

1977, $31,500

2003, $429,000

C&C 32

1984, $31,500

TAYANA 48 DS

FORMOSA 51

1979, $75,000

1984, $31,500

NORWEST 33

1979, $35,000

1974, Perfect! $74,900

32’ WESTSAIL

PETERSON 44

1984, $73,000

1976, $115,000

C&C 41

1984, $154,900

PDQ 36

1991, $154,900

CATALINA 30

1984, $19,700

In Grand Marina

(510) 814-0400
Fax (510) 814-8765
2099 Grand Street, Alameda, CA 94501
www.bayislandyachts.com
yachtsales@bayislandyachts.com

YachtWorld.com

CALENDAR


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.sfyc.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, 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 — ‘Marine Radar’ by U.S. Power Squadron at San Carlos West Marine, 6-7:30 p.m. Free. Info, (650) 233-1064.

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, 1799 — Famished 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) 236-1400.

CRUISING YACHTS is CALIFORNIA’S NEW & PRE-OWNED YACHT HEADQUARTERS

To celebrate our continuing growth and a record year for new and brokerage sales in 2010, we’re opening a new office in November at Clipper Yacht Harbor in Sausalito. We continue to grow by providing a larger selection of new and pre-cruised yachts and the lowest prices on new yachts of any dealer in California - and the best financing terms we’ve ever seen.

New In Stock Hunters and Jeanneaus

Partial Listing of Pre-Owned Yachts Available for Purchase
List Your Yacht with Cruising Yachts and Sell it Fast!

Offices State-Wide to Serve You Better

San Diego
(619) 681-0633

Newport Beach
(949) 650-7245

Alameda
(510) 521-5544

Oxnard
(805) 791-2082

Marina del Rey
(310) 822-9400

Sausalito
Opening Nov.
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 receiver 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 rescaling 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 254 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,
<table>
<thead>
<tr>
<th>Yacht Type</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beneteau 370</td>
<td>1991</td>
<td>$79,000</td>
</tr>
<tr>
<td>Beneteau 33</td>
<td>2002</td>
<td>$70,000</td>
</tr>
<tr>
<td>33' Hunter Sloop</td>
<td>1980</td>
<td>$29,900</td>
</tr>
<tr>
<td>46' Moody</td>
<td>2000</td>
<td>$350,000</td>
</tr>
<tr>
<td>Hinterhoeller 26C Nonsuch</td>
<td>1981</td>
<td>$25,000</td>
</tr>
<tr>
<td>30' Cape Dory</td>
<td>1978</td>
<td>$32,500</td>
</tr>
<tr>
<td>Carver 30</td>
<td>1993</td>
<td>$59,900</td>
</tr>
<tr>
<td>Newport 30 MkIII</td>
<td>1982</td>
<td>$23,500</td>
</tr>
<tr>
<td>28' Blackfin</td>
<td>1981</td>
<td>$29,000</td>
</tr>
</tbody>
</table>

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 an 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: singlehanding from the Berkeley Pier to Vallejo on Saturday, then doublehanding 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...
YOUR PERFORMANCE YACHT SPECIALISTS

ALAMEDA
1070 Marina Village Pkwy #108
Alameda, CA 94501
(510) 523-8500
FAX (510) 522-0641

SEATTLE
SAIL NORTHWEST
7001 Seaview Ave. NW #140
Seattle, WA 98117
(206) 286-1004

53' J/160, 2000, Novakane
Sailing World Boat of the Year.
Asking $619,000

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

J/122, TKD
Ready to win the Big Boat Series again!
Asking $429,000

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.
Asking $295,000

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

Islander 36, 1972, Absolute
Best in fleet.
Asking $45,000

Kernan 44, Wasabi
Turn key race winner.
Asking $429,000

DEALERS FOR THESE FINE YACHTS:

www.sailcal.com
email: norman@sailcal.com, steve@sailcal.com

Sail California

November, 2011 • Latitude 38 • Page 13
Positively Gripping!

Ventus Performance Sailing Shoes by Sperry Top-Sider

Obviously, these are not the Top-Siders you grew up with. They’re not the Top-Siders that the U.S. Sailing Team grew up with, either. But they’re the shoes that the Team helped Sperry to design and test. Which is why they out-perform your old Top-Siders in pretty much every way.

They’re light, and stay that way because they don’t soak up and hold onto water. They’re comfortable and protective thanks to a cushioned and resilient polyurethane midsole. They provide excellent support throughout all of your most acrobatic moves aboard. But most importantly, they grip a heeling deck like crazy. The U.S. Sailing team has more to think about than how their shoes are performing, which is why they’ve put so much thought into the Ventus. Get a pair yourself and you, too, can forget about your feet and focus on performance.

Men’s and Women’s Sizes – $120.00

We have 17 stores in Northern California, including our Alameda Sailing Superstore! Visit westmarine.com to find the store nearest you.

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


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@cal-sailing.org.


LATITUDE / LADONNA

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


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


RICHMOND YC — Small Boat Midwinters: 12/5, 1/2, 2/6.
2330 Shelter Island Dr. # 207, San Diego, CA 92106  
info@yachtfinders.biz  
(619) 224-2349  
Toll Free (866) 341-6189

47’ GULFSTAR SAILMASTER CC, ’79 $129,000  
More headroom than needed for someone 6’5”, as much beam as many motoryachts, enormous aft stateroom and full-size galley.

REDUCED

46’ HUNTER 46LE, ’05 $229,500  
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.

43’ PERRY SAGA, ’98 $220,000  
Rigged for singlehanded sailing, this boat has successfully done the Vic-Maui Race and has done the Singlehanded TransPac twice.

27’ PACIFIC SEACRAFT ORION, ’80 $48,500  
Built for strength, comfort and seakindly characteristics, she’s a quintessential pocket cruiser that is proven in all conditions.

27’ TARTAN BLACKWATCH YAWL, ’65 $39,900  
Mechanically and electronically ready to go, she’d love a new owner willing to do the minor cosmetic work to restore her to her full glory.

38’ 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 $39,955  
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.

34’ CAL 2-34, ’75 $34,900  
This is your chance to own a classic California racer/cruiser. Whether you race or cruise, she will make you proud to be her owner!

NEW LISTINGS

www.yachtfinders.biz  
Go to all our 80+ listings!

WE SELL MORE BOATS THAN ANY OTHER BROKER IN MEXICO

LA PAZ  
Mike Rickman & Shelly R. Ward  
Toll free US/CAN:  
1 (877) 245-9689  
Email: LaPazYachts@aol.com

Puerto Vallarta  
Clive & Theresa Sands  
Toll free US/CAN:  
1 (866) 573-1303  
Email: PVYachtSales@aol.com

New Feature!  
Links in Web Page to:  
New Listings  
Recently Reduced  
www.mazmarine.com

40’ BRUCE ROBERTS, 1980, new hull & bottom paint...$79,000

37’ TAYANA CUTTER...2 to choose from

38’ CATALINA SLOOP, 1985...$44,900

41’ TA CHIAO CT CUTTER, 1977...$80,000

38’ CATALINA, '84...$39,955

42’ HUNTER CC PASSAGE, 1993...$135,000

43’ BENETEAU OCEANIS 430, 1989...$105,000

48’ TOLLYCRAFT MY, 1976...$125,000

57’ BAYLINER 5788, 1998...$399,995

BAjax Print  •  Circulated Through the Yachting Community  •  November, 2010

Go to www.yachtfinders.biz for all our 80+ listings!
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@sausalitoymachtclub.org.


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


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 Currents

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/06Sat</td>
<td>0215</td>
<td>0435/2.8E</td>
<td>0747</td>
<td>1037/3.2E</td>
</tr>
<tr>
<td>11/07Sun</td>
<td>0130</td>
<td>1635/5.6E</td>
<td>2040</td>
<td>2346/4.4F</td>
</tr>
<tr>
<td>11/13Sat</td>
<td>0050</td>
<td>0403/2.8F</td>
<td>0717</td>
<td>0941/1.9E</td>
</tr>
<tr>
<td>11/14Sun</td>
<td>0142</td>
<td>1600/1.6F</td>
<td>1838</td>
<td>2139/3.0E</td>
</tr>
<tr>
<td>11/20Sat</td>
<td>0032</td>
<td>0243/2.1E</td>
<td>0557</td>
<td>0847/2.5F</td>
</tr>
<tr>
<td>11/21Sun</td>
<td>0118</td>
<td>1454/4.6E</td>
<td>1854</td>
<td>2155/3.4F</td>
</tr>
<tr>
<td>11/25Thu</td>
<td>0047</td>
<td>1535/5.0E</td>
<td>1934</td>
<td>2235/3.5F</td>
</tr>
<tr>
<td>11/26Fri</td>
<td>0118</td>
<td>0326/2.1E</td>
<td>0632</td>
<td>0925/2.4F</td>
</tr>
<tr>
<td>11/27Sat</td>
<td>0014</td>
<td>1228/2.1F</td>
<td>1499</td>
<td>1839/4.7E</td>
</tr>
<tr>
<td>11/28Sun</td>
<td>0118</td>
<td>0326/2.1E</td>
<td>0632</td>
<td>0925/2.4F</td>
</tr>
</tbody>
</table>

November Weekend Tides

<table>
<thead>
<tr>
<th>date/day</th>
<th>time/ht.</th>
<th>time/ht.</th>
<th>time/ht.</th>
<th>time/ht.</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/06Sat</td>
<td>0035/5.1</td>
<td>0521/2.2</td>
<td>1139/6.8</td>
<td>1821/-1.3</td>
</tr>
<tr>
<td>11/07Sun</td>
<td>0131/5.0</td>
<td>0507/2.5</td>
<td>1119/6.7</td>
<td>1806/-1.3</td>
</tr>
<tr>
<td>11/13Sat</td>
<td>0558/4.8</td>
<td>1132/2.8</td>
<td>1641/4.4</td>
<td>2316/0.8</td>
</tr>
<tr>
<td>11/14Sun</td>
<td>0639/5.0</td>
<td>1236/2.3</td>
<td>1757/4.1</td>
<td>2347/4.5</td>
</tr>
<tr>
<td>11/20Sat</td>
<td>0333/2.6</td>
<td>0942/6.1</td>
<td>1635/-0.5</td>
<td>2347/4.5</td>
</tr>
<tr>
<td>11/21Sun</td>
<td>0409/2.8</td>
<td>1016/6.2</td>
<td>1710/-0.8</td>
<td>2347/4.5</td>
</tr>
<tr>
<td>11/25Thu</td>
<td>0251/4.7</td>
<td>0709/3.2</td>
<td>1306/5.9</td>
<td>2001/-0.7</td>
</tr>
<tr>
<td>11/26Fri</td>
<td>0339/4.8</td>
<td>0814/3.1</td>
<td>1403/5.5</td>
<td>2052/-0.4</td>
</tr>
<tr>
<td>11/27Sat</td>
<td>0427/5.0</td>
<td>0931/2.9</td>
<td>1509/5.1</td>
<td>2146/0.0</td>
</tr>
<tr>
<td>11/28Sun</td>
<td>0514/5.3</td>
<td>1051/2.4</td>
<td>1626/4.9</td>
<td>2242/0.5</td>
</tr>
</tbody>
</table>

NEW! Coastal Series Inflatable PFDs

Our best-selling Coastal Series Inflatable PFDs have been thoroughly overhauled this year to make them even more comfortable to wear and maintain. Already the world’s most popular inflatable PFDs, they now lay flatter against your body and feature a soft, neoprene collar to prevent chafing. We’ve also added a clear window so you can check the status of the inflator mechanism at a glance. They still provide a whopping 26lb. of positive buoyancy when inflated, and come in your choice of manual- or water-activated versions. There’s even a belt pack version for those who prefer not to wear a vest at all. Coastal Series vests have proven themselves when it really counts, and now they’re an even more comfortable safety solution for every member of the crew.

Belt Pack Vest - $89.99
Manually-Activated Vest - $99.99
Immersion-Activated Vest - $139.99

West Marine®

We have 17 stores in Northern California, including our Alameda Sailing Superstore! Visit westmarine.com to find the store nearest you.
34th Annual
Saturday
Dec 4 2010
Oakland/Alameda Estuary
Starting at 5:30pm

Lighted Yacht Parade

www.LightedYachtParade.com
Entry fee: $30 (incl a photo of your boat and a skippers goodie bag)
Hosted by Encinal Yacht Club, Oakland Yacht Club and Marina Village Yacht Harbor.

Enter your boat in the parade for a chance to win the $500 Grand Prize or watch the parade from the waterfront in Alameda or at Jack London Square in Oakland.

We are collecting wrapped toys and food for those in need.

THIS YEAR’S THEME
Make The Season Bright

Gold Star Sponsor
Celebrations on the Bay
Silver Star Sponsors
Stem To Stern
Letters

↑↑ Not Whole Foods, Weird Foods
In the October 4 ‘Lectronic 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 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

↑↑ 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

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

Skewered cockroaches, a favorite Thai snack.

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 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.

We have 17 stores in Northern California, including our Alameda Sailing Superstore! Visit westmarine.com to find the store nearest you.
In 1962, the first James Bond film was released. In 1963, Svendsen’s Boat Works opened in Alameda, and started building its reputation as the Bay Area’s go-to boat yard for marine repairs. When you need to defeat a supervillain, James Bond should be your first choice – but when you’re looking for the best craftsmen, comprehensive service, and the smoothest bottom for your boat, call Svendsen’s.

GET A **FREE POLISH & WAX**

**WITH ANY SVENDSEN’S BOTTOM JOB!**

OFFER GOOD THROUGH NOVEMBER 30, 2010 – MAY NOT BE COMBINED WITH OTHER OFFERS

**SVENDSEN’S BOAT WORKS**

1851 Clement Ave., Alameda | 510.522.2886 | SVENDSENS.COM
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 of 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, 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...
THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"

THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"

IT'S SIMPLE!

Call The Boat Yard at Grand Marina for the Lowest Bottom Prices!

~ COMPARE US WITH THE COMPETITION ~

- Prop and Shaft Work
- Mast & Rigging Repair
- Fiberglass & Blister Repair
- Gelcoat Repair
- Gas & Diesel Engine Service
- LPU Hull & Topside
- Electrical Repair & Installation

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

Located at Grand Marina • 2021 Alaska Packer Place, Alameda

www.boatyardgm.com
LETTERS

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 situations. 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

Happy Holidays from Gill

FOR PROMOTION DETAILS VISIT: WWW.GILLNA.COM

FOR PROMOTION DETAILS VISIT: WWW.GILLNA.COM

OFFER ONE:
FREE Multi Tool
MSRP $29.95
OFFER TWO:
FREE 50L DRY CYLINDER BAG
MSRP $69.95

Purchase $375 net product value of more Gill gear from participating dealers and receive a free gift with purchase: MTOO3 Marine Multi Tool

Purchase $375 net product value of more Gill gear from participating dealers and receive a free gift with purchase: LO56 50 Liter Dry Cylinder Bag

Promotion Period: Nov 26th – Dec 27th 2010
24,000 hours and still running
two charters a day!

We have been fishing Maui for 32 years; we know exactly where to fish, what it takes to catch fish and most importantly, what it takes to get to the fishing grounds quickly. We are one of the fastest boats in the harbor which provides more time for fishing and I have to say, Yanmar Marine Diesel Engines plays a big part in our sportfishing success.

Since re-powering our boats with Yanmar Marine Diesel Engines we have reduced weight and, more importantly, increased our performance using less fuel. With Yanmar Marine Diesel Engines, we get to the fish faster and more efficiently. Our 42’ L.O.A. Bertram, “Start Me Up”, has over 24,000 trouble free hours – the fuel efficiency of the twin 370 hp Yanmar Marine Diesel Engines has paid for themselves! They are quiet, smooth and reliable. Yanmar is the power of choice for all our fishing machines.

– Doug Armfield, Owner

For more information call:

DISTRIBUTOR:
Boatswain’s Locker®
Costa Mesa, CA
866-908-2676
www.boatswainslocker.com

DEALER:
Coast to Coast Marine Diesel, Inc.
San Pedro, CA 90731
310-547-1700
www.coastmarinediesel.com

DEALER:
Keele Kaplan Maritime, Inc.
Point Richmond, CA 94804
510-235-5564
www.kkmi.com

DEALER:
List Marine, Inc.
Sausalito, CA 94965
415-332-5478
www.listmarine.com

DEALER:
The Phoenician
Kapolei, HI 96707
808-682-1961
www.thephoenician.net

DEALER:
Total Yachts Works
Mazatlan, Mexico
669-913-4272
www.totallyachtworks.com
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 Wauquiez 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.

“Td let my guard down,” Lauren B. told us. “I tied up our din-ghy 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 men-tioned that as boats get smaller — say under 27 feet — and lighter, it makes increasingly less sense for them to be equipped...
Berkeley Marine Center

The yard that works for you!

Maintenance, repairs & construction of yachts & commercial vessels

- Lift capacity 35 tons
- Sprayed Racing Bottoms
- Full Painting Service
- Fiberglass & Gelcoat Repairs
- Rigging Repairs & Installation
- Electrical Repairs & Installation
- Engine Service & Repowering
- Propeller Installation & Tuning
- Wood Hull Repairs & Caulking
- Teak & Non-Skid Deck Repairs

Committed to the tradition of boating, and a tradition of customer service in everything we do.

Chandlery & Fuel Dock Open 7 Days
Mon – Fri 8 to 5 • Sat & Sun 9 to 5

In Berkeley Marina • 510-843-8195 • www.berkeleymarine.com
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.

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
The Finest Sails Begin with the Best Sailcloth

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we’ve ever offered to cruising sailors. That’s because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

Hood Sails & Service
Hood New Sails
Hood Sail Repairs
Hood Furling Conversions
Hood Pickup & Delivery

Chesapeake
Jim Fair’s Outbound 46
with Hood Vectron
Full Batten Mainsail,
140% Genoa, and
Solent Jib
PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

Hood Sailmakers 466 Coloma Street, Sausalito, CA 94965
Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com
Visit our website for Special Online Discount Pricing… www.hoodsailmakers.com

November, 2010 • Latitude 38 • Page 27
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 — 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.

You’re preaching to the choir when it comes to warning about worn or corroded plugs on extension cords. We had ‘excessive electrical activity’ in one of the interior electrical outlets on 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.

Malcolm Morgan
Morgan Marine Engineering
Sausalito

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

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
FLASH THEM SOMETHING VIVID TO REMEMBER.

DO IT WITH VIVID, THE HARD ABLATIVE ANTIFOULING THAT COMES IN 24 BRIGHT COLORS PLUS THE WHITEST WHITE AND THE BLACKEST BLACK. BURNISH IT TO A HARD, FAST RACING FINISH AND NOT ONLY WILL YOU FLY PAST THEM, YOU’LL GIVE THEM A FLEETING YET MEMORABLE GLIMPSE OF YOUR WILD SIDE.

www.pettitpaint.com • 800-221-4466
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, I don’t want it marred by some cube of sculpted granite paid for by my tax (grant) dollars. I urge all Paddle Jumpers to take their cubes and build a wall around this flake. He should use his grant funds to retrieve the existing pollution in the world’s oceans.

Bill Kelly
Surface Time, Four Winns
Rio Vista

Are these examples of ‘Industrial Pollution’?

Bill — We’re no big fans 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 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.

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...
Come and have a great time in the Second Annual Cruisers Rally in El Salvador.

Next March 12 to April 30, 2011

Visit El Salvador and do canopy, surf, rappel, rafting, walk in the mountains, discover beautiful towns, archeological sites, be captivated by its culture and folklore, shop, and enjoy a vibrant nightlife. Everything in one day; because El Salvador is all inclusive!
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 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. 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.
Doyle Sailmakers has the right mix of performance, durability, value and service to earn your business. We understand that if a sail lasts twice as long, it costs you half as much. We won’t over or under sell you. Our consultants will suggest a fair priced product, precisely tailored to your needs.
We will, however, use the Praags’ 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, or 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 except what he had learned on a Liberty Ship in World War II. There weren’t any sailing schools in those days.

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

**LETTERS**

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 skippered 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-foot longer bow section just prior to the
AREN'T ALL BOATYARDS BASICALLY THE SAME?

The answer is yes, THAT IS... if you trust your boatyard to conduct quality repairs of your boat at the right price, with no nasty surprises when it comes time to pay the bill. Many sailors have discovered this kind of boatyard to be rare. At Bay Marine Boatworks, we pride ourselves on providing quality workmanship at a good value. We are a full-service boatyard whose mission is to guarantee absolute satisfaction to every customer. Our great customer service and communication helps to ensure that our customers are well informed about their choices for repair work and pricing.

Call us today to discuss your boat maintenance and repair needs!
 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 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 it as a garage. We snoozed, so we loozed.

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 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

South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.

Two guest docks for boats up to 125'
20 guest berths up to 50'
Casual and fine dining nearby
Adjacent to AT&T Park
Easy access to transporation
24 hour security
Free pump-out stations

For Reservations:
415.495.4911 (x0)
Fax: 415.512.1351
sb.harbor@sfgov.org
www.southbeachharbor.com
South Beach Riggers

Winning Technology for the
Hot Race or the Casual Cruise

- Expert advice, sales and splicing of Vectran, Spectra, Technora, and Dacron by our certified splicer
- Professional survey and tune for your rig
- Standing and running rigging replacement
- Fabrication and hydraulics
- More than 100,000 miles racing and cruising experience

TWO LOCATIONS
399 Harbor Dr. • Clipper Marina • Sausalito • 415.331.3400
Pier 40 • South Beach Harbor • San Francisco • 415.974.6063

Come Visit Us Today!

Westwind
Complete Yacht Care
Serving the entire Bay Area for more than 20 years

“Thanks Mike! Your team did an outstanding job on our boat. Can’t remember it ever looking better. Thanks for your help.”
- Marty Roher, Beneteau 36

CALL NOW!

New boat Cushions for the Holidays?

NORTH BEACH MARINE CANVAS
 nbmc@earthlink.net
 www.northbeachmarinecanvas.com
 Pier 40, The Embarcadero
 South Beach Harbor, San Francisco
 415.543.1887

Adjacent to South Beach Harbor and AT&T Park • Close to dozens of fantastic restaurants and shops
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
Paradise Village MARINA

Voted best Marina in Mexico

Services:
- Electrical service, 110/30 amps
- 220/50 amps, 3 phase 100 amps
- Crystal Clear Potable Water
- Cable TV
- Garbage Collection
- Pump-out Station
- Fire Fighting Boat Protection
- 24 Hrs. Security
- Computerized gate access

Additional Services:
- Vallarta Yacht Club
- Special area for marina guests
- Restrooms
- Lockers
- Showers
- Pool and jacuzzi
- Free access to all the facilities of our 5 star hotel
- White sand beach
- Dive tank refilled
- Propane refill
- Launch ramp

CONTACT US: marina@paradisevillagegroup.com
Phone & fax from U.S. 011-52-322-22-66728 • GPS Coordinates: 105° 17.9 W 20° 41.2 N
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 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
GREAT FOR A WEEKEND
GREAT FOR A YEAR
Try a guest slip, find a home at Marina Bay.

(510) 236-1013
Preview our marina rates and amenities at:
www.MarinaBayYachtHarbor.com
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 don’t have problem with 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 wastebaskets and showering outdoors are “camping,” in 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

LETTERS

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 don’t have problem with 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 wastebaskets and showering outdoors are “camping,” in 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

LETTERS

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 don’t have problem with 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 wastebaskets and showering outdoors are “camping,” in 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

LETTERS

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 don’t have problem with 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 wastebaskets and showering outdoors are “camping,” in 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

LETTERS

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 don’t have problem with 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 notation that those of us who prefer more simple boats and don’t have problem with putting TP in lined wastebaskets and showering outdoors are “camping,” in 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
Marina CostaBaja, at the Gateway to the Sea of Cortez in La Paz, South Baja.

Marina CostaBaja’s protected location, concrete docks and double basin design offers controlled access to 250 prime slips for vessels ranging from 30-200 feet.

OUR PRIME FACILITIES
Potable desalinized water • Secure dock boxes • Largest fuel dock in the area • Crew lounge
Pump out service • 24 hour security • Laundry service

CALL US NOW AND ASK FOR SPECIAL SHORT AND LONG TERM SLIP RATES
While you are here receive a 10% discount at the SPA located at the new hotel CostaBaja Resort & Spa and special Golf Course rates. TOLL FREE: 01-866-409-9940

Visit CostaBaja, a master planned community and enjoy Golf or relax at the Beach Club or choose your future home among a variety of Condos, Villas and Townhouses.

Discover the most beautiful bays, islands and marine life in what is known as “The Aquarium of the World”.

COSTABAJA
Unique living on the Sea of Cortez
marina • golf • residences

Gabriel Ley (Marina Manager)
info@costabajaresort.com
011 52 (612) 121-6225
www.marinacostabaja.com
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
Easter Island - Puerto Montt - Nov 24 - Dec 13, 2010

**FEATURED LEG** Famous for Polynesian culture and giant Moai statues, Easter Island is a place most sailors only dream about. Sailing from the open anchorage, Eagle will head toward Puerto Montt, “the Gateway to Patagonia.” The Humboldt current and weather systems will dictate the route Alaska Eagle will take as she moves toward the South American mainland and some remote little coves.

Antigua - Panama Canal - May 3 - 20, 2011

**JUST ADDED** Naval history, white sand beaches and beautiful private yachts may entice you to arrive early for this leg. Once onboard, robust downwind sailing will be punctuated with stops as we head toward the Panama Canal. Going through the canal is, of course, the icing on the cake.

For an application or information on all our Adventure Sailing Voyages, look for Alaska Eagle at: [occsailing.com](http://occsailing.com) or email: [karen@occsailing.com](mailto:karen@occsailing.com) or call 949-645-9412.

**ADDITIONAL LEGS**

Newport Beach - Easter Island . . . . Oct 30 - Nov 23, 2010
Easter Island - Puerto Montt . . . . Nov 24 - Dec 13, 2010
Puerto Montt - Ushuaia . . . . Dec 19 - Jan 11, 2011
Ushuaia - S. Georgia - Buenos Aires . . . Feb 4 - Mar 7, 2011
Rio - Antigua . . . . . . . . . . . . Apr 1 - Apr 29, 2011
Antigua - Panama . . . . . . . . . . . . May 3 - May 20, 2011

Alaska Eagle is the perfect offshore sailing platform. Built for the Whitbread Round the World Race, she has proven her mettle over the past 28 years Orange Coast College has operated her. On all of our passages you will be intimately involved with the daily running of the boat, learning by doing. Sail changes, standing watch, steering in the calms and gales, Alaska Eagle voyages are for those who want to be involved.
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
**Available Berths***

<table>
<thead>
<tr>
<th>Berth Description</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>84' Downwind Double, Live-aboard</td>
<td>$1,071.84/mo</td>
</tr>
<tr>
<td>65' Downwind Double, Live-aboard</td>
<td>$928.25/mo</td>
</tr>
<tr>
<td>65' Downwind Double</td>
<td>$783.25/mo</td>
</tr>
<tr>
<td>65' Crosswind Single, Live-aboard</td>
<td>$928.25/mo</td>
</tr>
<tr>
<td>65' Crosswind Single</td>
<td>$783.25/mo</td>
</tr>
<tr>
<td>60' Downwind Double</td>
<td>$621.00/mo</td>
</tr>
<tr>
<td>60' Upwind Single</td>
<td>$788.40/mo</td>
</tr>
<tr>
<td>60' Downwind Double, New Docks</td>
<td>$585.00/mo</td>
</tr>
<tr>
<td>52' Upwind Double</td>
<td>$586.56/mo</td>
</tr>
<tr>
<td>52' Upwind Double, Live-aboard</td>
<td>$731.56/mo</td>
</tr>
<tr>
<td>50' Downwind Single</td>
<td>$564.00/mo</td>
</tr>
<tr>
<td>50' Downwind Single, Live-aboard</td>
<td>$709.00/mo</td>
</tr>
<tr>
<td>48' Downwind Double, New Docks</td>
<td>$441.60/mo</td>
</tr>
<tr>
<td>48' Downwind Double, New Docks</td>
<td>$441.60/mo</td>
</tr>
<tr>
<td>41' Upwind Single</td>
<td>$472.32/mo</td>
</tr>
<tr>
<td>40' Downwind Double</td>
<td>$368.00/mo</td>
</tr>
<tr>
<td>36' Upwd 2-wide/Multihull, New Docks, Live-abd</td>
<td>$832.47/mo</td>
</tr>
<tr>
<td>36' Upwind Double, New Docks</td>
<td>$343.73/mo</td>
</tr>
<tr>
<td>36' Downwind Double, New Docks</td>
<td>$624.96/mo</td>
</tr>
<tr>
<td>36' Downwind Double, New Docks</td>
<td>$312.48/mo</td>
</tr>
<tr>
<td>36' Upwind Double</td>
<td>$343.73/mo</td>
</tr>
<tr>
<td>32' Downwind Double</td>
<td>$277.76/mo</td>
</tr>
<tr>
<td>30' Upwind 2-wide/Multihull, New Docks</td>
<td>$572.88/mo</td>
</tr>
</tbody>
</table>

Berths subject to availability

*all rental agreements & permits subject to approval of application and vessel inspection. Customer responsible for 1st month rent plus deposit, and all applicable fees.
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 harbormasters 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.

 حتّى "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 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

---

AIS Made Easy!

Latest, most cost-effective collision-avoidance solution

AIS (Automatic Identification System) receivers enable AIS-capable chart plotters and navigation software to see other vessels. AIS transponders allow other vessels to see you.

Milltech Marine offers complete, low-cost AIS solutions. Visit our web site for information on:

- AIS Receivers - featuring the Comar AIS-MULTI
- AIS Transponders - including Class B AIS
- Navigation Software
- Antennas, cables and other accessories

Order any product online and use coupon code “LAT38” to get free shipping in the U.S.

For more information contact:

Milltech Marine
(866) 606-6143
www.MilltechMarine.com

---

Denise did the wild thing in the pool with Neve in ‘Wild Things’. Shocking.

MATT DILLON
Almar Marinas

Join one Almar Marina and you have reciprocal privileges at any of Almar's 17 locations from San Francisco to San Diego and out to Hawaii. Programs included in your slips fees:*Boat Handling Classes*Navigation Courses*Electrical Courses*Anchor Outs*Seminars on Local Destinations.

almar.com

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!
For all these years, our West Marine ads have helped pay for Latitude paper and ink, and our stores have played a role in
Class Act
One Design Sails Built for Speed

Call now for great fall specials

Quantum Pacific
1230 Brickyard Cove Road #200 | Pt. Richmond, CA 94801
Tel: 510.234.4334 |
Jeff Thorpe | jthorpe@quantumsails.com
Don Teakell | dteakell@quantumsails.com

Photo Credits: Soto 40 - Matias Capizzano, Star - John Payne, Melges 24 - Fiona Brown

REGATTA RESULTS
European Dinghy Champions (Boys and Girls) — 1st
Irish Dragon Championship — 1st, 2nd
J/22 World Championship — 1st, 2nd, 4th, 5th, 8th
J/24 European Championship — 1st, 3rd
J/24 Italian Nationals — 1st
J/24 World Championship — 1st, 3rd, 5th
J/80 World Championship — 1st, 2nd, 6th
Lake Garda Optimist Meeting, Cadet and Junior — 1st
Melges 20 Nationals — 1st, 2nd, 3rd
Melges 24 US Nationals — 2nd
Melges 32 US Nationals — 1st
Nordic Youth Championship, Optimist — Boys - 1st; Girls - 1st, 3rd
Optimist Turkish Federation Cup — 1st
Rolex IRC Nationals (Combined) — 1st
Snipe — US Women’s Nationals — 1st
Snipe North Americans — 1st
Snipe US Nationals — 1st, 3rd, 5th, 6th
Star European Championship — 1st, 3rd, 4th, 6th, 10th
Star North Americans — 1st, 2nd, 4th, 10th
Star Western Hemisphere Championships — 1st, 2nd, 5th, 6th, 7th
The Henri Lloyd J22 Worlds — 1st, 2nd, 4th, 5th, 7th, 10th
X-35 Nationals — 1st
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

Liam — No, no, please no! A number of readers have written in to say they are going to avoid San Blas because of Norm Goldie. Please don’t do this. Despite 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
NORSTAR 40

Designer: Robert H. Perry
Built in Bellingham, WA

Head turning good looks
Luxurious interiors
Solid safe performance

Offshore cruising yachts
Norstar 40
Norstar 44

NORSTAR YACHTS
WWW.NORSTARYACHTS.COM • SALES@NORSTARYACHTS.COM
360-223-2399

Welcome to Mazatlan...

Marina El Cid Style!
A CRUISER’S PARADISE IN THE HEART OF MEXICO’S LUSH TROPICAL COASTLINE AND BEAUTIFUL ISLANDS

Complete, Modern Amenities, Including Marina-Wide High Speed Wireless Internet Connections!

www.marinaselcid.com
011-52 (669) 916-3468
marinaelcidmazatlan@elcid.com.mx

Marina El Cid
The Cruiser’s Home in Mexico

HANSEN RIGGING

RIG SHOP • 510.521.7027

• More than 30 years exclusive rigging experience
• Work slips right in front of our full service shop

Check our inventory of high performance line.

www.hansenrigging.com
2307 Blanding Avenue, Suite G
Alameda, CA 94501
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
Yacht owners trust PACIFIC CREST CANVAS for the best in design, service and quality.

Still the Highest Quality
Products at the Best Prices

- Offshore Dodger™
  Welded aft handrail
  Bolt-on side handrails
  Lexan windshields

- Baja Awning™
  Lightweight and waterproof
  Durable and easy to launch
  Multiple side screen configurations

- Coastal Dodger™
  Affordable designs
  Same high quality materials
  Same superior workmanship

- Cruiser's Awning™
  Easy setup off your dodger
  Flies with no bulky frame
  Comes with shade screens

Tom Knapp with his new Offshore Dodger on his new Catalina.

Open Monday–Friday 8:00-4:00
Saturday by appointment
(510) 521-1938

2021 Alaska Packer Place
Alameda, CA 94501
Grand Marina
www.pacificcrestcanvas.com

Your secret paradise...

30% Discount on Slip Fees after 2nd Day!

Nicaragua

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, Marina Puesta del Sol is your premier cruising destination in Central America.

Marina Puesta del Sol

Aserradores, Nicaragua • 011 (from US and Canada) 505-8860-0019
info@marinaps.com • www.marinapuestadelsol.com • USA 408-568-0017
— 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 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-
The North Bay's complete marine service facility:
- New! 50-ton Travelift
- New! Custom fabrication: stainless steel/aluminum
- New! Do-it-yourselfers welcome!
- Complete chandlery
- Engine and drive service
- Trailer boat/outdrive service and repair
- Bottom and finish paint
- Fiberglass repair
- Marine electrical

Don’t Pass Us By...

Gateway to the Bay & Delta

SHORTER DAYS ARE HERE – Use your boat more by keeping it closer to home!

- Competitive Rates!
- Ample Guest Dock
- Full Service Boat Yard and Chandlery
- 2 Restaurants for Breakfast, Lunch, Cocktails and Dinner
- Covered and Open Berths

Why Haul Your Boat Down to the Central Bay?
Full Service Boat Yard
"If it’s broken, we fix it."

1 Harbor Way, Vallejo
(adjacent to the Vallejo Marina)

(707) 554-2813

www.vallejoboatworks.com

Heritage Marine Insurance
MARINE INSURANCE SPECIALISTS

Your best source for Yacht and Boat Insurance tailored to your needs and competitively priced

We Insure:
- Sail or Power
- Classic or Contemporary
- Fiberglass
- Aluminum
- Steel
- Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide the best service and the finest coverage available today.

Please contact us for a quote
www.heritagemarineinsurance.com
800-959-3047
Fax 860-572-5919
Email: classics@heritagemarineinsurance.com

Announcing Full Steam SATURDAYS!
Haulout & Launch with our full crew Tues-Sat!

Vallejo Boat Works

www.vallejoboatworks.com

Vallejo Marina

Gateway to the Bay & Delta

SHORTRER DAYS ARE HERE – Use your boat more by keeping it closer to home!

- Competitive Rates!
- Ample Guest Dock
- Full Service Boat Yard and Chandlery
- 2 Restaurants for Breakfast, Lunch, Cocktails and Dinner
- Covered and Open Berths

(707) 648-4370 • Fax (707) 648-4660
42 Harbor Way • Vallejo, CA 94590
www.ci.vallejo.ca.us marina@ci.vallejo.ca.us

November, 2010 • Latitude 38 • Page 57
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 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, fluffly 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...
Buy a slip — Save money & earn equity! Save 1/3 of your rental cost. Enjoy big tax savings as a slip owner.

Marina Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockominium ownership.

Or rent a slip — 35-60’ slips, rates from $8.80 to $9.80.

Marina Guard® — Cutting edge electrical ground fault monitoring system.

Wireless Internet — Free

Own a dock on San Francisco Bay! Perfect Location - Great Investment

Marine Outboard

OUTBOARD SALES, SERVICE, REPAIR, PARTS

(415) 332-8020

- Open six days a week
- New and used engines
- One-year warranty on all work performed

Nissan
Tohatsu
Johnson
Evinrude
Honda
Mariner
Mercury
Yamaha

If we’re not maintaining your outboard, you’ve missed the boat!

Conveniently located at Libertyship Marina

35 Libertyship Way • Sausalito, CA 94965

Sail Mexico Aboard the Schooner Seaward ~ Winter 2011

Answer the ‘Call of the Sea’ Adventure Voyages to Mexico’s Sea of Cortez

Be part of the adventure. This is a hands-on opportunity for all levels of sailors to enjoy the pristine beauty of Baja and camaraderie with your shipmates.

Los Angeles to Cabo San Lucas
La Paz to La Paz
La Paz to Cabo San Lucas
Cabo San Lucas to Los Angeles
Los Angeles to San Francisco Bay

January 7-19
January 25-30
February 28-March 5
March 8-22
March 24-29

These trips share the educational spirit of Call of the Sea’s mission and help support our Youth Programs. Seaward is an 82-ft USCG-inspected vessel owned by Call of the Sea, a non-profit educational organization.

www.CalloftheSea.org • (415) 331-3214 • info@callofthesea.org
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 accidently 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.
Advanced blade design makes fixed props obsolete!

Introducing the world’s first feathering prop to offer lower drag, higher efficiency, and fully adjustable forward and reverse pitch. Faster motoring and sailing speeds – improved fuel efficiency – legendary VariProp quality standards.

VARIPROFILE — MORE FOR LESS!

207-354-7064 | info@varipropusa.com | www.varipropusa.com
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.
CUSTOM HARD TOPS
Power or Sail

Wavestopper hard tops
Full service canvas & upholstery
Dodgers, biminis
Custom molded roof tops
(707) 812-8108
baysidecanvas3@aol.com

Head North for the Holidays!
The latest sailing gear and accessories from North Sails.

NORTH gear
800-sail-123 ext. 653
www.northsailsgear.com

EAST BAY OPEN SPACE
Three great opportunities from the East Bay’s finest marina:

• 60-ft Berth –
  Hard to find large berth now available

• Covered Berth –
  Sun protection for brightwork

• Office Space –
  Ideal brokerage/sales office at the water’s edge

Fortman Marina – an impressive history updated with contemporary amenities

Considering a move? Contact us for excellent rates:
(510) 522-9080
www.fortman.com

A quiet, well-protected cove with ample parking and amenities
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 grandaddy 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
Our GUARANTEED, U.S. Coast Guard Approved course will prepare you for all elements of the exam, guide you through the application process, and conclude with on-site testing.

**ASA Outstanding School of the Year**

**100 TON LICENSE**

$995

**OUPV LICENSE**

$1195

Our GUARANTEED, U.S. Coast Guard Approved course will prepare you for all elements of the exam, guide you through the application process, and conclude with on-site testing.

**100 TON LICENSE**

$1195

**OUPV LICENSE**

$995

**Upcoming Events**

- **November 6** - Member Appreciation Day - BBQ, Charter Specials
- **November 7** - Docking Clinic (9am - 4pm)
- **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)

**Advanced Certifications Greece / Turkey**

**LEG 1:** April 20 - 30, 2011  (Skiathos - Lesvos)
**LEG 2:** May 3 - 13, 2011  (Lesvos - Kos)

$2375 / berth, $4275 / cabin

*with John Connolly*

**Upcoming Events**

- **November 6** - Member Appreciation Day - BBQ, Charter Specials
- **November 7** - Docking Clinic (9am - 4pm)
- **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)

**Advanced Certifications Greece / Turkey**

**LEG 1:** April 20 - 30, 2011  (Skiathos - Lesvos)
**LEG 2:** May 3 - 13, 2011  (Lesvos - Kos)

$2375 / berth, $4275 / cabin

*with John Connolly*

**Service of the Month**

**WASHDOWN**

Soap, water and TLC will remove the salt, uncover the shine, and preserve the value.

*A wise investment.*

**ADDITIONAL SERVICES**

- Bilge Cleaning
- Detailing
- Maintenance
- Washdown
- Carpet & Cushion Cleaning

Fully Insured & Marina Approved

*Serving the Bay Area Since 1986*

Call now for a Free Estimate

510 428-2522 or 415 457-6300

www.seashine.net

**BETA MARINE WEST**

Beta Marine Diesel Engines and Generators

With Dealers in:

- Los Angeles
- San Pedro
- Wilmington
- Santa Barbara
- Newport Beach
- Morro Bay
- Ventura
- San Diego
- Hawaii

**Hirschfeld Yacht LLC**

Marine Repair and Installation Specialists

Full Service Shop with Dockside Access

Electrical
- Engines
- Outdrives
Generators
- Inboard/Outboards
- Propellers
Controls
- Installation
- Transmissions

**www.betamarinewest.com**

415-332-3507

39 Liberty Ship Way, Sausalito 94965
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.’

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
Our average customer saves at least $100 and usually lots more by working with Easom Rigging. Why?
We’re the experts: faster, more efficient and we do it right the first time. Call for a quote!

November is Running Rigging Replacement Month – our best value!

Easom Racing and Rigging
1230 Brickyard Cove Rd., Suite 102
Point Richmond, CA 94801
(510) 232-SAIL (7245)
scott@easomrigging.com

McGinnis Insurance
Since 1972
Knowledge ♦ Commitment
Reliability ♦ Service

Large and small, we do them all!

Call us at: 800-486-4008
mcginnins@aol.com
License #0570469

ENSENADA’S ONLY RESORT MARINA

$12.60 PER FOOT

Enjoy our 2 month special rate that includes, live aboard, access to our amenities, complimentary weekly shuttle to town, WIFI & Cable TV, service included. Plus get a preferred discount on clearance assistance with Customs. Only fuel dock in Ensenada | Pets are welcome

OFFER EXPIRES ON NOVEMBER 30, 2010. RESERVATION CODE: CRUISERS 2010 Rates shown are in USD. Additional taxes/fees or restrictions may apply.

FOLLOW US ON:
Reliable in Mexico... And Everywhere!

Our 2010 Model Clearance is your best chance to get a great price on a reliable outboard for Mexico.

Tune-ups and spares too...

Engine Service Center
Auxiliary and outboard repair, upgrade & service. Be ready for the season!

POWERED BY
HONDA MARINE

© 2010 American Honda Motor Co., Inc. Always wear a personal flotation device while boating and read your owner’s manual. 5-year warranty standard on all new Honda outboard engines purchased. Check with participating dealers for complete details.

333 Kennedy St., Oakland, CA 94606 • Fax 510-533-3374

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 guys 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 waited a few minutes, 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 up-paced 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...
Owl Harbor MARINA

Beautiful 20 acre greenbelt park

- Up to 30’ no power/inside tie @ $4.50 per foot
- 30’- 50’ berths @ $5.50 per foot
- Home of Andreas Cove Yacht Club

Located on Seven Mile Slough, just off the San Joaquin River

1550 W. Twitchell Island Road • Isleton, CA 95641
916.777.6055 • www.owlharbor.com

---

West Marine Rigging Service

Your Sailing Resource!
- Specialty Hardware
- Technical Apparel

Visit westmarine.com to shop our New One Design offerings

Complete Rigging Headquarters!
- Installation
- Lifelines
- Running Rigging
- Standing Rigging
- Dock & Anchor Lines

Mobile Rigging Service Available
Contact us for all of your Rigging Needs!
888-447-RIGG

or visit our Onsite Rigging Locations in:

Alameda, CA
730 Buena Vista Ave, (510) 521-4865

San Diego, CA
1250 Rosecrans St, (619) 295-8844

Seattle, WA
1275 Wlake Ave N, (206) 526-6356

westmarine.com/rigging

---

AquaMarine, Inc.

Watermakers Since 1987

SPARKLING FRESH WATER, POWER, AND REFRIGERATION FROM THE SEVEN SEAS

AquaGen combines the quality, simplicity & reliability of AquaMarine, Inc., watermakers with the durability of the Kubota 150 amp 12V diesel generators. This compact low fuel consuming AquaGen is a powerhouse, capable of producing up to 150 amps, and 8 up to 62 GPH of fresh potable water from any water source. Make fresh water, refrigeration, and also charge your batteries at the same time! A hydraulic pump may also be added to run your dive compressor, windless, bow thuster, or emergency bilge pump. Ideal for longterm cruisers or weekend wanderers. We custom engineer our systems to fit any size vessel or cabin site. Electric, Hydraulic, or Belt Driven Modular Kits are also available. Visit our Website for more information.

QUALITY AT AFFORDABLE PRICES.
LIFETIME WARRANTY ON PUMP HEAD AND PRESSURE VESSELS.

AquaMarine, Inc., 58 Fawn Lane (P.O. Box 55) Deer Harbor, WA 98243 USA
(800)9r(360) 376-3091 Fax (360) 376-3243

www.aquamarineinc.net
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 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
North’s patented NorDac Radian™ warp-oriented polyester sailcloth is the world’s first to combine superior low-stretch radial performance with the durability, easy handling and mildew resistance of non-laminated woven polyester. If you’re looking for more performance from a woven sail, this is BIG!

To learn more about Radian, visit www.northsails.com/Radian.aspx or call your North Sails representative today.

Better by Design
Sausalito 415-339-3000
San Rafael - Sail Care 415-453-2142
Channel Islands 805-984-8100
Marina Del Rey 310-827-8888
Long Beach 562-795-5488
Costa Mesa - Sail Care 949-645-4660
San Diego 619-224-2424
www.northsails.com

*Restrictions may apply. Contact your North Sails representative for details.

Full Service Mobile Rigging
Competitive Rates • 17 years experience
Firm labor quotes on most projects
Call John Hansen
(510) 815-4420

Richardson Bay Marina
formerly Kappas Marina
MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System
• DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
• CARD KEY SECURITY SYSTEM
• DOCK CARTS
• PUMP OUT STATION
• AMPLE PARKING
• CLEAN SHOWER AND TOILET FACILITIES
• AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO
415 332-5510 www.richardsonbaymarina.com
100 Gate Six Road, Sausalito • Fax 415 332-5812

Sailing faster has never been this easy

Call John Hansen
(510) 815-4420
yachtchck@yahoo.com

November, 2010 • Latitude 38 • Page 71
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 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.

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.
A new 20-foot club racer with carbon-fiber keel, spars, bowsprit and rudder. Lightweight and trailerable.

LOA 19’ 6”
LWL 18’ 0”
Beam 5’ 11”
Draft 4’ 6”
Displ. 835
Spar Carbon

Ready to Race for $24K

landingschoolboats.com 207-985-7976

November, 2010  •  Latitude 38  •  Page 73
LOOSE LIPS

Make love, not war — old skool-style.

On October 23, the Angel Island Company focused one of their Living History Events on a war that took place in the East Asian 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 crossbones.” 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 — 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 — 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
Chart your course for the lifestyle you have always wanted.

With easy access to South Francisco Bay, you won’t have to go far to unwind. In fact, you’ll never have to leave port to escape it all. With marina features that include a fitness center, pool, spa and playground, your boat just became your “vacation home”.

BAIR ISLAND MARINA

- Slips from 25’-75’
- 30 and 50 amp power
- Cable, TV, DSL and phone
- Calm, quiet and protected
- Free parking
- Free Wi-Fi

702 Bair Island Road, Redwood City, CA 94063
www.greatslips.com  •  650-701-0382

McDERMOTT COSTA
insurance brokers - est. 1938

Commercial Operations

- COMMERCIAL POLICIES
  Marinas, Yards, Yacht Clubs, Brokers, Shipwrights

Pleasure Yachting

- YACHT & BOAT POLICIES
  Offshore, Coastal, Inland and Liveaboards

Bill Fowler
McDERMOTT COSTA INSURANCE
(925) 606-6606 Fax (510) 357-3230
bfowler@mcdermottcosta.com

COAST MARINE
& INDUSTRIAL SUPPLY INC.
398 Jefferson St. San Francisco • On the Wharf.

Call Bruce Becker: (415) 673-1923 800-433-8050
Fax (415) 673-1927

LIFE RAFT Sales & Service

U.S.C.G. Approved Testing Facility

- U.S.C.G. life raft facility for Solas commercial yachts and fisherman rafts
- COMAR DEBARKATION LADDERS
- COMAR PILOT LADDERS
- COMAR WORK LADDERS
- All U.S.C.G. approved
- Guinness World Record “World’s longest tested ladder 320ft.”

Major Distributor for:

IN SAN DIEGO CALL OCEANS WEST 619 544-1900
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

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.
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

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.
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

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,
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 Stroube 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.leukemiacup.org/sf/.

— rob

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

— 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.

Russell Coutts was the keynote speaker for the Leukemia Cup.
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 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 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
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...
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..."
wedding — 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

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 Seeja beached itself near the Redondo Beach pier. Around 5:30 p.m., Seeja 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...
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-designed trimaran, Groupama 3, that set the Jules Verne record earlier this year at 48d, 7h, 45m. 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 around 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
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

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
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 Coast, has been a source of inspiration to Jeanne.

Jeanne says that, in addition to emails from friends, visits from albatross help ease loneliness. “I was lucky to have the company of a friendly albatross,” she says. “She seemed to have a special fondness for my boat and was often seen following me.”

Nereida’s move to Victoria marks the end of her second nonstop circumnavigation attempt. 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 and Sarah Rooney. The couple was taken hostage by Somali pirates off the coast of Somalia in 2009. Since then, the Rooney family has been working tirelessly to secure their release.

**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.**
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.

Jeanne Socrates.

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.svnereida.com.

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.

continued on outside column of next sightings page
velux — cont’d

Le Pingouin is one of the tastest 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 dismasted.

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 though 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

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
fun begins

Sausalito YCs’ events. And there’s a mids 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 ‘Lectronic 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 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 southernmost 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.
"S"

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 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..."
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 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

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

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 wave, a huge wave. As dawn approached, we started to digest the damage. The whole town front had been wiped out. Gone." From her perspectice 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 out of the bay."

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

— 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.
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/ładonna
A WARMING TREND

'Bonkers' for fun in the sun.
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’.
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 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 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
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 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/ry

MORE CHAMPIONS:

**OYRA (12r, 2t):**

*PHRO 1A* — 1) Ocelot, Fox 44, Kevin Flanigan/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)

**PAN Y UHCLUI (6r, 1t):**

*PC BENETEAU 36.7* — 1) Mistral, Ed Durbin; 2) Ay Calientel, 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.

**HDA (6r, 1t):**

*HDA SF 30* — 1) Toppallant, 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) Jex, Viper 640, Ike Van Cuyningen; 3) JetStream, JS 9000, Dan Alvarez. (6 boats)

*Bashing around the slot is always fun!*
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)

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 Pfleuger, 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 4915, Dean Hocking; 3) Red Sky, Olson 34, Brian Boschma. (8 boats)

Henry King
Berkeley YC

Henry King’s Frers One Tonner Jeannette is one of a dying breed, the 1OR battlerwagon 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)
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-out 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.

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 Collin, 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.”

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 Henley, Ramelle Ruff, Alex Kononoff, Tom Hawkins and Jeff Bruton.

For the Kastrops, 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,” Rastrop said. “It’s our family bonding activity and our favorite vacation is bareboat chartering.”

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

**HDA K**
*Can O’Whoopass — Cal 20*

**IRC**
*Soozal — King 40*

---

**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)

---

**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 Sutchek, 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 Sutchek 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 I8, Gilbert Sloan; 3) *Ahi*, Santana 35, Andy Newell. (6 boats)

---

**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)
CELEBRATING OUR
26th YEAR OF SERVICE

SAN FRANCISCO BOAT WORKS
835 Terry A. François St., San Francisco, CA 94158
(415) 626-3275     Fax (415) 626-9172
www.sfboatworks.com  info@sfboatworks.net

Be our guest for lunch at the historic Ramp Restaurant*

*Some restrictions apply

TIME MARCHES ON…
But boating weather is still perfect in the Bay Area!

Mention this ad for a "Fall Is Back" Discount

SAN FRANCISCO BOAT WORKS

Latitude 38 MAD LIB

Remember how, when you were young (we barely do!), you and your friends wasted countless hours playing those silly word games Mad Libs? We thought it would be fun to come up with a sailing version of the game for you and your crew to waste time with while you’re waiting out a Midwinter race postponement, or while you’re anchored in Clipper Cove for the weekend, or just sitting in your living room dreading the next episode of Dancing With The Stars. If you’ve never played before, the rules are simple: Have one person (you need at least two to play) ask the other player(s) to supply words to fill in the blanks. Don’t give them any hints about the story! Write their answers into the appropriate blank, then read the completed story to them. The results can be hilarious!

One day __________ decided to take his __________, the __________ ________, out for a sail on San Francisco Bay. Conditions at first were __________, so he ________ headed for Raccoon Strait. After dodging a ferry loaded with hundreds of __________ bound for the City, he turned on his ________ and headed toward Alcatraz. As he sailed by the Rock, he noticed __________ waving __________ ________ just off his bow. When he pulled her aboard, she looked like a wet ________.__ She flung her ________, ________ around him and whispered, “You’re my hero. Wanna ________?” Instead, they kept sailing. As the sun was setting, our hero returned to the dock to find a crowd of ________ waiting for him. Larry Ellison, looking like a __________ victim, ________, ________, ___ forward, handed him a(n) ________, ________, mug, and said, “Congratulations! You just won the ________!”

THE END.
"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 crewed 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 set for a starboard-side hoist, so most likely it’ll be a floater.”

“Launcher?” I asked. “Can’t I just clip the bag to the lifelines up near the bow.

Launching and retrieving spinnakers can be frustrating — and sometimes downright embarrassing. Lee Helm has found a better way.

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 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

Launching and retrieving spinnakers can be frustrating — and sometimes downright embarrassing. Lee Helm has found a better way.

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).

Launching and retrieving spinnakers can be frustrating — and sometimes downright embarrassing. Lee Helm has found a better way.

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.
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 afterguy 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
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 dock-lines 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.

**Neener** — 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.”

**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.

**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.

**Tapestry** — 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.

**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.

**Vortex III** — Maple Leaf 45
Rowan Walter, Vancouver, BC
Noteworthy: After the rally, Rowan
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'.

**Papagayo — Pearson 36**  
Scot Johnson & Patricia Taylor  
San Rafael  
*Noteworthy:* Scot and Patricia know...
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 ceremony 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,
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.

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...
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
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.
Let Marina El Cid Welcome You to Mexico
A Cruiser’s Paradise!
www.elcid.com
marinaelcidmazatlan@elcid.com.mx
011-52 (669) 916-3468

Best Marina in Banderas Bay
www.marinarivieranayarit.com
(52)3221350798

The Ultimate Boat Organization Software
Perfect for the Ha-Ha and all offshore cruising:
- Digitally organize all your boat’s documents & specifications
- Store manuals, diagrams, pictures, renewals & registrations
- Keep track of maintenance items required & completed
- Save for quick access all your favorite service providers
www.BoatServiceLog.com

HITCHIN’ A RIDE SOUTH
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.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?
For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the Pacific Puddle Jump, and report on it heavily in the pages of Latitude 38. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more online at www.pacificpuddlejump.com.

Spinlock
www.spinlockusa.com

Ventura Harbor Boatyard
Full & Self Service Facility
(805) 654-1433
Two Travelifts • Haul Outs to 160 tons
www.vhby.com
Shoreside Work Slips • Emergency Repairs

Marina Mazatlan
Not just a marina – a cruiser’s community
Your best destination across the Sea...
www.marina-mazatlan.com
011-52 (669) 669-2936 & 2937
elizarraga@marinamazatlan.com

Hydovane
Survive Your Dream
604-925-2660 www.hydovane.com
www.downwindmarine.com
2804 Cañon St., San Diego (619) 224-2733 • (800) 269-0241
www.sandiegomarine.com
2636 Shelter Island Dr., San Diego (619) 223-7159 • (800) 336-7369
www.marinersinsurance.com
Newport Beach, CA • San Diego, CA
Burlingame, CA • Seattle, WA
Bradenton, FL • Puerto Vallarta, MX
(800) 992-4443 www.marinersinsurance.com
Brought to you by these official sponsors

www.baja-haha.com

Watermakers that improve the cruising lifestyle.

(800) 755-6701 • www.katadyn.com

email: marine@katadyn.com

Katadyn®
MAKING WATER DRINKING WATER
Watermakers that improve the cruising lifestyle.

(800) 755-6701 • www.katadyn.com

email: marine@katadyn.com

La Paz Hotel Association
November 18: La Paz Baja Ha-Ha Beach Fiesta on the Malecón at the Papas and Beer restaurant.
011-52 (612) 122-4624 or (612) 125-6844
www.visitlapaz.org

La Paz

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.

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.

www.baja-haha.com

THE BOAT YARD AT GRAND MARINA
“Where Service Has Meaning”

Located in Alameda

(510) 521-6100 www.boatyardgm.com

Coligio Marine™
Bringing innovative solutions to the marine industry.
Coligio Dux™ synthetic standing rigging • Emergency shroud kits
Bridle plate mooring systems • Furlers and much more.
(480) 703-3675 www.colligomarine.com

La Paz

La Paz Hotel Association
November 18: La Paz Baja Ha-Ha Beach Fiesta on the Malecón at the Papas and Beer restaurant.
011-52 (612) 122-4624 or (612) 125-6844
www.visitlapaz.org

La Paz

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.

Baja Ha-Ha, LLC
c/o 15 Locust Ave.
Mill Valley, CA 94941

www.baja-haha.com

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.

La Paz

La Paz Hotel Association
November 18: La Paz Baja Ha-Ha Beach Fiesta on the Malecón at the Papas and Beer restaurant.
011-52 (612) 122-4624 or (612) 125-6844
www.visitlapaz.org

La Paz

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.

Baja Ha-Ha, LLC
c/o 15 Locust Ave.
Mill Valley, CA 94941

www.baja-haha.com

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.

La Paz

La Paz Hotel Association
November 18: La Paz Baja Ha-Ha Beach Fiesta on the Malecón at the Papas and Beer restaurant.
011-52 (612) 122-4624 or (612) 125-6844
www.visitlapaz.org

La Paz

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.

Baja Ha-Ha, LLC
c/o 15 Locust Ave.
Mill Valley, CA 94941

www.baja-haha.com

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.
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, Wilco 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 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-drop 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 finish 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 Rodmaster 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.

**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 countdown for third place over Peter Stoneberg’s **Yikest!!**.

**Belvedere Cup (SFYC 10/9-10, 2 round robins)**

1) **Business Time**, John Horsch, 9-1; 2) **Arbitrage**, Bruce Stone, 6.5; 3) **Yikest!**, Peter Stoneberg, 6-0; 4) **Racer X**, Phil Laby, 5-5; 5) **Jam Session**, Adam Spiegel, 3-7. (6 boats)

Complete results at: www.scyc.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 $8690,000 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 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 SPYC 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.
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 Wilbroe; 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) VIP, Don Taylor; 2) Credit, Bill Belmont; 3) Echo, Jack Couler. (3 boats)

The 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
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 bullets, 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.”

**WYLIE 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) SYZYGY, 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.
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. Melbostad 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.

PAIGE/LOGAN REGATTA 10/16-17. 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.

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 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 widow’ 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...
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 singlehanded sailors were joined by a crewmember for the trip home. Although the day started out rainy and flukey, 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 Wonner 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.”

**Vallejo 1-2 (SSS 10/16-17)**

**Saturday 10/16 Singlehanded:**


**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, Benetatti 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

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 hanky. 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!

THE BOX SCORES

WEEKEND EVENTS:

SEQUOIA & COYOTE POINT YACHT CLUBS

BARTHE RACE

SPINNAKER — 1) Made Easy, Beneteau 42, Jim Petersen; 2) Primordial Sloop, Express 37, Henry Kleinberg; 3) Chai D.M., Ericson 28, Vince Sverkes, (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:

1) Pretty Penny, Mull custom 30, Bruce Sinclair; 2) Seawolf, Hunter 37.6, Tony Spinetti; 3) Cittali, Olson 25, Frank Gonzalez-Mena. (14 boats)

SPINNAKER — 1) Bay Loon, J-29, Grant Harless; 2) Split Water, Beneteau First 10R, David Brit; 3) Wings, Albin 30, Jerry Halterman. (11 boats)

Complete results at: www.vyc.org

FALL DINGHY (SF YC, 10/23-24, 3r/0t)

49er — 1) Johnny Goldsberry, 6 points; 2) Alex Bishop, 7; 3) Jesse Kinkaid, 9. (6 boats)

WEEKNIGHT SERIES:

SEQUOIA YC SUMMER SERIES (4/17-8/21 5r, 1t)

SPINNAKER — 1) Smokin’ J, J/29, Stan Phil.-

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, Hebbie 33, Grant Hayes/Bill Schob; 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 Λ0-104 — 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 Goutoff/no crew, (13 boats)

PHRF 156+ — 1) Chesapeake; 2) Downtown — Uproar, J/24, Darren Cumming/Steve Myers; 3) Warhawk, Hawfkarm, Bill Travis/Melinda Weaver. (11 boats)

NON-SPINNAKER — 1) Life is Good; 2) Ragtime; 3) Wyliecat 30, Tom Patterson/Sue Estey; 4) Motorcycle Irene, Express 27, Will Paxton/Emma Creighton; 5) Dragonsong, Ol-

Rolling downwind at the Women Skippers Regatta.

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-
After a keynote address by Islander 30, Stephen Taylor, 6; 3) Fred Minning, 6 points; 2) D (SANTANA 22s) — 1) 13. (5 boats)

PHRF C (>168) — 1) Gurrola, 11. (6 boats)

Laraine Salmon, 8; 3) John Guilliford, 5 points; 2) PHRF B (168-raters) — 1) ieties, 10. (5 boats)

Wuvulu, 19; 3) Northern Light, Santana 35, Rod Neathery, 19; 3) Moondoggie, Islander 36, Doug Gooding, 46. (13 boats)

NON-SPINNAKER (PHRF 155+ 11r, 2t) — 1) High-lighter, Islander 36, William Hackel, 14 points; 2) Northern Light, Santana 35, Rod Neathery, 19; 3) Moondoggie, Islander 36, Doug Gooding, 46. (13 boats)

For 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-spinnerboats rating over PHRF 200, Cathy Stierhoff’s Santana 22 Tacktud 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
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@sausalitoyachtclub.org.

WOMEN SKIPPERS REGATTA (SAUSALITO YC 10/2, 3r, UV)

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) Gammon, Tartan 10, Barbara Kavanagh, 4 points; 2) Escapade, Sabre 40, Renee Linde, 5; 3) Ka-nina, Catalina 34, Erin Stryplulas, 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. (6 boats)

Complete results at: www.sausalitoyachtclub.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 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.

Six five-person teams from some of the area’s largest companies sailed in the BIG Team regatta.

Bay Racing... Where the action is!

2011 Racing is Coming FAST!

Plan to promote in Latitude 38’s

2011 Northern California SAILING CALENDAR

For more information contact: john@latitude38.com or shawn@latitude38.com
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/bigteamregatlast2010/.

**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 Osprey 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 Micoli.

Although a lack of breeze cut short the second round-robin on the penultimate day of racing, there was enough wind on 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.
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 Giulia’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.”

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 *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:

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 *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:

**Limited edition prints will be available for the Jim DeWitt Retrospective at a reception here in Point Richmond November 18 • 5:30 to 8 p.m.**

*This is a painting of Jim’s design ‘Sandpiper’.*

DeWitt Art Gallery & Framing
121 Park Place, Point Richmond, CA 94801
(510) 236-1401  (800) 758-4291
[www.jimdewitt.com](http://www.jimdewitt.com)  [www.dewittgalleryandframing.com](http://www.dewittgalleryandframing.com)
Wednesday-Saturday 11:00-7:00  •  Sunday 9:30-5:30
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.

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.)

We depart from our normal format here, to test your knowledge of The World’s Finest Chartering Destinations.

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 Caribbeanan’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
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 Hilfiger.
   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) Anguilla
   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.
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) St. John

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

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

While you’re exploring the Greek islands, you’ll find white-washed villages that date back centuries.

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
b) Napoleon Bonaparte  
\[ \text{c) Horatio Nelson} \] 
\[ \text{d) Admiral Rodney} \]

31) Lying off the eastern coast of Spain, the four major Balearic Islands are Majorca, Minorca, Ibiza, and . . . ?
\[ \text{a) Chubasco} \]
\[ \text{b) Gaviota} \]
\[ \text{c) Formentera} \]
\[ \text{d) San Sebastian} \]

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.
\[ \text{a) Gibraltar} \]
\[ \text{b) The Balearics} \]
\[ \text{c) The Azores} \]
\[ \text{d) The Canary Islands} \]

33) This island, which is a British Overseas Territory, has the Eastern Caribbean’s most active volcano.
\[ \text{a) Carriacou} \]
\[ \text{b) St. Vincent} \]
\[ \text{c) Montserrat} \]
\[ \text{d) Virgin Gorda} \]

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.
\[ \text{a) Antigua} \]
\[ \text{b) Aruba} \]
\[ \text{c) St. Maarten} \]
\[ \text{d) St. Eustatius} \]

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.
\[ \text{a) Orcas Island} \]
\[ \text{b) Saturna Island} \]
\[ \text{c) Salt Spring Island} \]
\[ \text{d) Vancouver Island} \]

36) “Rock City” and “Love City” refer to which Caribbean Islands?
\[ \text{a) Antigua and Barbuda} \]
\[ \text{b) St. Thomas and St. John} \]
\[ \text{c) St. Kitts and Nevis} \]
\[ \text{d) Guadeloupe & Martinique} \]

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.
\[ \text{a) French Polynesia} \]
\[ \text{b) Tonga} \]
\[ \text{c) The Balearics} \]
\[ \text{d) The ABC Islands} \]

38) Its indigenous Maori people dubbed this island nation the “land of the long white cloud.”
\[ \text{a) Tahiti} \]
\[ \text{b) New Caledonia} \]
\[ \text{c) New Zealand} \]
\[ \text{d) Australia} \]

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.
\[ \text{a) Bequia} \]
\[ \text{b) Guadeloupe} \]
\[ \text{c) St. John} \]
\[ \text{d) St. Eustatius} \]

27) Where is the dramatic glacier-carved region called Desolation Sound located?
\[ \text{a) Baja California} \]
\[ \text{b) British Columbia} \]
\[ \text{c) The U.S. Virgin Islands} \]
\[ \text{d) Penobsot Bay} \]

28) Which of the following is not a famous British Virgin Islands ‘watering hole’?
\[ \text{a) Sidney’s Peace and Love} \]
\[ \text{b) Andy’s Sugar Shack} \]
\[ \text{c) The Willie T} \]
\[ \text{d) Foxy’s Tamarind Bar} \]

29) On which Eastern Caribbean Island was Alexander Hamilton born?
\[ \text{a) Nevis} \]
\[ \text{b) St. Croix} \]
\[ \text{c) Barbuda} \]
\[ \text{d) Dominica} \]

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?
\[ \text{a) Benjamin Disraeli} \]

36) “Rock City” and “Love City” refer to which Caribbean Islands?
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 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.

At Soper’s Hole, on the west end of Tortola, both the architecture and ambiance capture classic Caribbean style.

A combination that is uniquely TMM.
Ready for your Vacation?
There's a lot more to chartering than just the BVI's
50 Destinations  -  30 Countries

Sail or Power - Mono or Cat
Cheaper than booking direct!
Best prices guaranteed.

davidkory@gmail.com  (925) 787-6893
www.AVINAUTICA.com
Authorized Preferred Broker
The Moorings  Sunsail  Fortbore  le boat

WEDLOCK, RAMSAY & WHITING
Marine Surveyors
Vessel surveys, consulting, deliveries.
Serving the Bay Area since 1980

www.norcalmarinesurveyors.com
(415) 505-3494

Real People. Real Sailing. Real Fun.
Sail Cats  Power Cats
Monohulls  Trawlers
Bareboat  Skippered

Real Choices.
Choose CYOA and become part of the family. We've been providing beautifully maintained yachts, personal service and sensible prices to sailors since 1980.

1-800-944-2962
info@cyoacharters.com
www.cyoacharters.com
St. Thomas USVI 00802

How to Read Latitude 38 in the Azores:
Download our eBooks FREE!
www.latitude38.com

COMPUTER ABOARD?
CAPN & Digital Charts
AIS  WiFi  Cellular Amps
SatPhones: Iridium & Globalstar
HF SSB Radio & Pactor Modems
Wireless E-mail

SEATech Systems
800.444.2581  281.334.1174
info@sea-tech.com  www.sea-tech.com
Call for Info on SeaTech Packages and CAPN Demo Disk

Income? Moorage? Tax Saving?
Ask Bellhaven about the advantages of charter boat ownership.

Bellhaven Yacht Sales & Charters
Power & Sail Charters
ASA Sailing & Power School

• San Juans
• Gulf Islands
• Desolation Sound

www.bellhaven.net
Bellhaven@bellhaven.net
877-310-9471

BELLINGHAM, WA
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 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 and could fit my schedule sounded great. 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 head-sails — 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 sail combination possible on my boat — including flying the spinnaker. 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 head-sails — 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 sail combination possible on my boat — including flying the spinnaker. 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 head-sails — 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 sail combination possible on my boat — including flying the spinnaker.

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 it 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
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

Father knows best. Rodney comes through with the delicious Orange Sollers, a specialty of the village of Soller, in a beautiful plaza setting.

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.
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.

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 not being full, giving us the opportunity to negotiate for lower rates. Some marinas even had ‘cat specials’, where

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. Drongonera 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 anchorage that aren’t surrounded by developments. There is a good reason
IN LATITUDES

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 Malafatano 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

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 north of Brisbane. With great beaches and a great harbor, no wonder it’s such a popular resort.

ALL PHOTOS COURTESY AZURE II

The Pimentel boys coming to grips with European style sweets. No Kit-Kats.

The headland and harbor at Mooloolaba, north of Brisbane. With great beaches and a great harbor, no wonder it’s such a popular resort.
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 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 northerlies 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.
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 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, 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.
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 yawn 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 Wyllie draw me a 46-footer.

Commodore hasn’t given up on paper charts. ________

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 familiar 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.
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 sooo 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 internet. As you know, I’m an 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 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 sooo 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 internet. As you know, I’m an 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 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
Sailing Club went out of its way to assist us with everything from bus schedules to information about where to find what in Darwin. The provisioning in Darwin was great. I can’t stress enough 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, for bringing the fleet to them. The town apparently offered the organizers in return rather because of what the town had appeared to have — 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?

Where’s the beef? Where’s the beef? When Renee went to the open-air markets in Indonesia, you could almost hear her cry, “Where’s the beef? Where’s the beef?”

John — we think it’s John — bangs the lid off Nemberala Resort.

Sailing Club went out of its way to assist us with everything from bus schedules to information about where to find what in Darwin.

The provisioning in Darwin was great. I can’t stress enough 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 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 hardbound 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 the 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 gypped 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 visa renewals were ready. It was a disaster, and 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
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.

_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 firearm 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._
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. Virgin Islands. 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 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-**
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 Yeargan 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, attend 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 and activities, including a beach party and a grand finale. 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.
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 Sailing Week** as done by the French. C’est tres bien, non?

**April 4-9 — Voiles de St. Barth.** Anti-

**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.
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 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-
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 "lets 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 '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 Beneteau 49 Charmed Life; and Art Urbin of the San Jose-based Catalina-Morgan 440 Destiny.

This 21st running of the 1500 will be...
the last 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 rudey 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 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-Ex-Sausalitan Warren Stryker, with his son, John Phillip, sail ‘Botox Barbie’ the last few lengths to victory in the ’07 St. Barth Regatta.”
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 harbormaster $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!

Here’s to a great new season!

JUST YOU AND THE SEA...

...and the jacuzzi, the 80-ft long pool, the surf, the Punta Mita anchorage, and the 4-mile distant Tres Marietas Islands

Punta Mita Beachfront Condos
Call Doña de Mallorca for reservations!
1.415.599.5012
www.puntamitabeachfrontcondos.com
Hand Crafted, High-Efficiency Area Light
LED Swivel Reading and Berth Lights in Chrome or Titanium (Brass) Finish

Brighten your cabin with better light quality, superior color rendition, and lower battery drain! Selection of wood choices for fixtures. Splash-proof and Night-vision models available. Dual power for bright light or gentle glow, and two levels of red.

Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
debi@alpenglowlights.com · www.alpenglowlights.com

Brighten your cabin with better light quality, superior color rendition, and lower battery drain! Selection of wood choices for fixtures. Splash-proof and Night-vision models available. Dual power for bright light or gentle glow, and two levels of red.

Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
debi@alpenglowlights.com · www.alpenglowlights.com

Hand Crafted, High-Efficiency Area Light
LED Swivel Reading and Berth Lights in Chrome or Titanium (Brass) Finish

Brighten your cabin with better light quality, superior color rendition, and lower battery drain! Selection of wood choices for fixtures. Splash-proof and Night-vision models available. Dual power for bright light or gentle glow, and two levels of red.

Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
debi@alpenglowlights.com · www.alpenglowlights.com

Brighten your cabin with better light quality, superior color rendition, and lower battery drain! Selection of wood choices for fixtures. Splash-proof and Night-vision models available. Dual power for bright light or gentle glow, and two levels of red.

Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
debi@alpenglowlights.com · www.alpenglowlights.com
Here's What To Do:
Write your ad. Indicate category. Remember price and contact info. We make final placement determination.
Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.
Mail your ad with check or money order, deliver to our office; OR, for the best – and most exposure – of your classified ad...
Submit your ad online with Visa, MasterCard or AmEx at: www.latitude38.com
Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

Latitude 38
15 Locust Ave, Mill Valley, CA 94941
Questions? (415) 383-8200, ext 104 • class@latitude38.com

What's in a Deadline? Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for your ad to begin working for you immediately. There's no reason to wait.

Deadline is ALWAYS the 18th at 5 pm for ad to appear in the next issue.
Due to our short lead time, deadlines are very strict and include weekends & holidays.

Sorry, but...
• No ads accepted by phone
• No ads without payments
• No billing arrangements
• No verification of receipt
• We reserve the right to refuse poor quality photos or illegible ads.

PERSONAL ADS | BUSINESS ADS

41-80 Words...$40 | $70 for 40 Words Max
81-120 Words...$65 | • All promotional advertising
$10 for 20 words max | • 1 boat per broker per issue
$30 | Logo OK, but no photos/reversals

*Trying to Locate* Ads are for those searching for lost boats/people – not shopping – and cost $10 for 20 words max

FREE Online Ads are for a private party selling a boat for less than $1,000 – or gear totalling under $1,000. (One person; must list prices in ad.)

All ads will be set to fit Latitude 38 standard • Re-Run Ads: Same price, same deadline

<table>
<thead>
<tr>
<th>1-40 Words</th>
<th>40 Words Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>$65</td>
<td>$70</td>
</tr>
<tr>
<td>$90</td>
<td>$100</td>
</tr>
<tr>
<td>$120</td>
<td>$150</td>
</tr>
</tbody>
</table>

18-Ft Mercury, 1976. Alameda. $3,000/obo. Built by McLish, trailer w/2 new tires, many sails, 1 good racing set, boat cover, extra parts. (510) 523-3289 or bytearacer@gmail.com.

20-Ft Open 5.70 #189 Manic. 2007. Redwood City Dry Boat Storage. $24,000/obo. French built white hull, OD sails, 2 spars (1 new), trailer with lights, dusses, 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. (503) 837-3761 or chrismilyod@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 #837. $9,500. Complete package, including trailer with extension hitch, sails, sail covers, stow, Porta-Pott, cushions, 4-stroke 5hp Nissan motor, etc. Sleeps 4. Contact for complete details. (916) 409-0988 or bthuthi@wavecable.com.

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@stcbglobal.net.

20-FT OPEN 5.70 #189 MANIC. 2007. Redwood City Dry Boat Storage. $24,000/obo. French built white hull, OD sails, 2 spars (1 new), trailer with lights, dusses, 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. (503) 837-3761 or chrismilyod@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 #837. $9,500. Complete package, including trailer with extension hitch, sails, sail covers, stow, Porta-Pott, cushions, 4-stroke 5hp Nissan motor, etc. Sleeps 4. Contact for complete details. (916) 409-0988 or bthuthi@wavecable.com.

21-Ft Seapearl, 1986. Temple, AZ. $6,000/obo. SeaPearl “ketch cat” sailboat with teak/ mahogany deck, galvanized trailer, dual ballast, centerboard, anti-foul paint, cushions, motor-mount, cover, center and captain’s seat. This is a fun boat. www.marine-concepts.com. Contact Kevin at (650) 821-0284, (408) 728-0318 or k-mart@cox.net.

22-Ft Santana Schock, 1971. Coyote Point Marina $2,300. Large cockpit, tiller AP, submersible VHF; portable butane stove, longshatt 5hp 4-cyl outboard. Sails in fair condition. $100/mo sidetie slip available. rtaillon@yahoo.com or (650) 726-5083.

22-Ft Catalina, 1976. $3,000. Swing keel, pop-up dinette, potti, canvas covers, new sails, 7.5hp Honda, trailer, easy rig, records, gear, good condition. (408) 406-5520 or npieck@yahoo.com.


25 To 28 Feet

25-Ft International Folkboat. 1973. SF Marina; Gas House Cove. $4,999. Ready to sail. Main, 3 jibs, spin-naker and pole, LED lights, VHF, stereo, many upgrades. See more at: http://sites.google.com/site/folkboat4sale/ or (415) 885-9200 or gfung@pacbell.net.


N.E. Marine Title
Coast Guard documentation • Title lien searches • Transfers • Mortgage filing • Escrow services Local closing facility for brokers or private transactions

30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925

Yacht Repair
Design / Consulting
Custom Interiors
Exterior Joinery

STEVE’S MARINE WOODWORK
60 C Libertyship Way, Sausalito
jon@essai@aol.com • (415) 332-2200

NOR-CAL COMPASS
Adjustment • Sales
Authorized Compass Repair
Hal McCormack • norcalcompas@verizon.net • Phone/Fax (415) 892-7177

B O A T • L E T T E R I N G
alphabetachtsue@aol.com • (510) 599-1197 • www.alphaboatgraphics.com

Creative and durable lettering and artwork for your boat

Latitude 38
5690 Bon Air Rd, Alameda, CA 94501 • (510) 338-4730
Troubleshooting
by Captain Alan Hugenot
793-7185.
Mains, spinnaker, self-furling jib, dodger
205-1973 or mary_wilmot@hotmail.com.
ment. Standing and running rigging in
sailboat. Wheel steering with tiller attach-
lena Marina).
info: www.kabai.com/seablossom. (408)
Check website for pictures and detailed
27-FT PACIFIC SEACRAFT ORION.
gave us great memories and adventures
in Mexico. Great condition and cruise
ready. Cutter rig, Yanmar diesel, Cape-
pron windvane, 2-unisolar panels, new
asymmetrical spinaker, propane s/o,
dodger, more... Surveyed July 2010.
(530) 392-5651.
27-FT PEARSON, DELTA. $6,500. Price
reduced. New bottom last May. 2002
model Volvo diesel, cabin heater, clean
and ready. Also, Catalina 25 convertible,
freshwater boat. She's a bargain. Call for
info. (816) 777-5510 or (916) 217-6908 or
chardonnaymoon@att.net.
29-FT PEARSON TRITON, 1966. Red-
wood City. $4,500/obo. Turnkey-ready,
well-maintained classic offshore cruiser.
Haced on 7/7/2010, placing 2nd out of
7 Tritons in the annual BVBC Plastic Clas-
sic. Photos on Craigslist. Bought bigger
boat. must sell. http://sfbay.craigslist.org/
boat/ Contact chuckmillar@gmail.co or
(650) 780-9914.
27-FT O'DAY, 1978. San Rafael, CA
$8,900. Great sailing boat. 9/26/06.
maintained and upgraded. Clean
turnkey race winner. Comfortable cruiser.
Yanmar diesel. Dual AGM’s inverter
Martec folding prop. Dripless shaft seal.
ProFurl AP with remote. (415) 269-3140
or windride27@gmail.com.
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 spinaker. Surveyed, bot-
tom cleaned and painted Aug 2007. New
propeller shaft, bearings, tachometer,
air exhaust system, hoses and bilge pump.
(possible partnership). (415) 342-3181 or
anne-christine@comcast.net.
27-FT NOR’SEA, 1980. Moss Landing,
CA. $16,000. Tough little blue water

cabinetry, tables, cabinets, countertops,
(510) 919-0001
W Alfredo
204
Jack D. Scullion
Yacht Services
(510) 919-0001
W Woodrum Marine
Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.
W MikeMaurice @ YachtsDelivered.com
Power - 45 Years Experience – Sail
Expert- No. Pacific/4Seasons & Bar Crossings
China-Alaska +1-503-310-7590 - Caribbean
W MARINE SURVEYS by Captain Alan Hugenot
Naval Architect • Yacht Delivery Skipper
Accredited Marine Surveyor (SAMS)
Bay or Delta • No Travel Charges • MC / VISA / AmEx
alan@captainhugenot.com • (415) 513-6172
W WOODRUM MARINE
Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.
204
Jack D. Scullion
Yacht Services
(510) 919-0001
W Woodrum Marine
Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.
204
Jack D. Scullion
Yacht Services
(510) 919-0001
W MikeMaurice @ YachtsDelivered.com
Power - 45 Years Experience – Sail
Expert- No. Pacific/4Seasons & Bar Crossings
China-Alaska +1-503-310-7590 - Caribbean
W MARINE SURVEYS by Captain Alan Hugenot
Naval Architect • Yacht Delivery Skipper
Accredited Marine Surveyor (SAMS)
Bay or Delta • No Travel Charges • MC / VISA / AmEx
alan@captainhugenot.com • (415) 513-6172
W WOODRUM MARINE
Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.
204
Jack D. Scullion
Yacht Services
(510) 919-0001
W Woodrum Marine
Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.
30-FT FISHER PILOTHOUSE, 1975. Long Beach. $32,500/o. 36hp Volvo, good sails, new AGM batteries, Guest smart charger, Icom VHF, 150’ chain, Avon 6-man liferaft, Avon Hover dinghy, 8hp and 2hp Evinrudes, man. windlass, $4K+ in canvas covers + more. (714) 404-2505 or johnstein@bergen@hotmail.com.

30-FT OLSON, 1978. South Lake Tahoe. $12,000/o. 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. (303) 418-6100 or wilsonstritch@charter.net.


31-FT HUNTER 33.5, 1992. Marina Bay Yacht Harbor. $45,000. Brand new, photos on request, extras. (949) 842-1032 or jkbonzer@yahoo.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) 500-9831 or jeffsrick@yahoo.com.


34-FT PETERSON SLOOP, 1977. 34-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://younsun.squarespace.com/specs. (970) 259-5102 or mohrmonte@gmail.com.


35-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 tis 35’-ft slip (12’ LOA). Owned since new, photos on request. (949) 842-1032 or jnakls@cox.net.


36-FT FISHER PILOTHOUSE, 1975. Long Beach. $32,500/o. 36hp Volvo, good sails, new AGM batteries, Guest smart charger, Icom VHF, 150’ chain, Avon 6-man liferaft, Avon Hover dinghy, 8hp and 2hp Evinrudes, man. windlass, $4K+ in canvas covers + more. (714) 404-2505 or johnstein@bergen@hotmail.com.


38-FT PETERSON PILOTHOUSE, 1977. 6’ 2” headroom, hot water, shower, propane stove/oven. 6-man liferaft. (415) 601-5666 or kenkelton@gmail.com.


39-FT GULFSTAR, 1978. Berkeley Mara- nina. $27,500. Great boat to sail, roomy and comfortable and very stable. Extensive rehab in 2002, new standing and runn- ing rigging, thru-hull fittings, roller furling, head and holding tank and more. Perkins 50hp diesel. (619) 244-2144 or limhumprey@cox.net.

CATALINA 36 MK II, 1985. 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 royarkt@ aol.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 tinisol condition. Thoroughly upgraded and loaded with extras. Two cabin ver- sion, deep draft, Yanmar 40hp, radar, GPS/plotter, dinghy and Honda OB, autopilot, windlass, Tridata, MaxProp, Epiphanei373@hotmail.com or (916) 212-1332.


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; unfortu- nately we have to sell her. Must sell (415) 717-5815 or torangeiser@hotmail.com.

37-FT CLEARLOCK, 1977. Everett, WA. $99,000. 2-owner Clearlock upgraded with Yanmar, MaxProp, new standing and running rigging, Groco thru hulls, head, tanks, reeter, instruments, heater, dodger, many more extras, see website: www.sailblogs.com/member/caprice. (425) 876-5659 or (425) 423-9720 or caprice37@hotmail.com.


40-FT 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) 848-6919 or sailonbaby@gmail.com.


November 11, 2010 • Latitude 38 • Page 133

45-FT DOWNEASTER CC, 1980. La Paz. SBest offer. This California-built boat was refitted in 2004. Our plans have changed, not using it very much. Plans turned. Includes the plans. (805) 461-0434 or ronwmail@yahoo.com.

43-FT TASWELL, 1995. Bainbridge Island, WA. $330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, rt genoa, low hrs on main and Skw genset, watermaker, chart plotter, radar, Espar heat, much more. Email rtuesday1995@hotmail.com or (206) 295-1024.


45-FT LOA LAURIE DAVIDSON. Burson, CA. Now $75,000/obo (was $90,500). Infrared. Cross-over racer/cruiser. Now a rooemy 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 tackler) 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). Compare well with any boat in performance and 3-cabin layout accommodation. Owner may carry for right buyer 1/3 down-5 years at 5%. Ray Lopez, Bionta Ranch. (915) 772-9689.


40-FT HUNTER LEGEND, 1986. La Paz. $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 write for details and pictures. Save money by buying in Mexico.


40-FT KURT HUGHES CRUISING CAT. 42-FT LOA LAURIE DAVIDSON. Burson, CA. Now $75,000/obo (was $90,500). Infrared. Cross-over racer/cruiser. Now a rooomy 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 tackler) 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). Compare well with any boat in performance and 3-cabin layout accommodation. Owner may carry for right buyer 1/3 down-5 years at 5%. Ray Lopez, Bionta Ranch. (915) 772-9689.


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. 1986. Peninsular. $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: HKchristina40@gmail.com or leave message on phone at (850) 563-5686.
**POWER & HOUSEBOATS**

39-FT SEA RAY, 1984. San Leandro Marina. $35,000. Beautifully kept Sea Ray EC. Original manuals. Just surveyed at 50k 2 months ago, full electronics, 1k on both engines, and much more. More pics available upon request. (408) 329-3292 or rsouza88@gmail.com.


42-FT TWO LIVEABOARD floating homes/houseboats, 2003. Docktown Marina, Redwood City. $55,000. In prime liveaboard slips. 36-ft ($23,500, 3 rooms, fully renovated) and 42-ft ($55,000 - yr. 2003, 2 bedrooms, balcony, walk-on roof, I like new). Phone calls only Tues. - Sat. (650) 868-3166.

**PARTNERSHIPS**

J/120 PARTNERSHIP. South Beach Marina, San Francisco. 50% equity ownership. Excellent condition 1998. Great sailboat for Bay racing and/or family cruising. Fully equipped with racing and cruising inventory. Great location next to AT&T Park. Serious buyers only. (831) 768-8742 or mcbowan@pacbell.net.

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 srwjohnson@gmail.com.

42-FT SAILBAUAI 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, $400 for 1/4 ownership (3 consecutive months’ usage each year) or $700k 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.

SOUTHPACIFIC CHARTER INCOME. and personal lifestyle. Partnership: Cheeky Lee Midshipman 52 self-sustaining luxury motor/sailboat, 6 month annual captive charter income (one partner owns a Fiji resort), 4+ month partnership use, 3 staterooms, huge CC, aft-cockpit with BBQ, GHP decks, seakindly, safe, fast, well-equipped passage-maker, recent $250k refit, including Lehman 2700 rebuild ‘08. Only 2 shares remaining. Four partners, NZ owner staying temporary 5th partner, JUST $25k each with easy 50% financing. Affordable South Pacific cruising with supporting income. More at: www.TongaLandProperties.com. Contact george@kiwi-properties.com or (818) 347-2294.

J/105 50% EQUITY PARTNERSHIP. Racer? Day sailor? Racer X - 2001, new sails, great condition. Step into a turnkey racing program replacing one 50% equity co-owner. Remaining owner and team remain intact. Racer X (USA 273) finished 5th in Fleet #1. Learn about this exciting one design racing fleet at www.j105.org. Not a racer? The racing calendar is less than 50% of available weekends so there is plenty of time for other uses. Why not day sail a solid, fast boat that is well maintained? Contact Rich. www.j105.org. (510) 377-3269 or rpinkatin@resources.biz.

SAGA 409 SAILBOAT PARTNERSHIP. Belvedere, CA. Equally ownership interest in new Saga 409 cruising sloop berthed at San Francisco Yacht Club. Semi-custom Tony Castro design built by Westyler Marine. Dual staterooms, separate stall shower, Vacuflush, Garmin chartplotter, flat screen TV, stereo, microwave, wine cellar. Spectra full-batten main with Doyle StackPack and lazy jacks, roller furling jib, electric halyard/mainsheet winch, Yanmar diesel, 3-blade folding prop, much more. Fast, easy to sail, great for entertaining. $150K plus $200/mo. (415) 298-2980 or george@kiwi-properties.com.

CATALINA 34 50% EQUITY PARTNERSHIP. Santa Cruz Harbor. $24,000. 1989 Catalina 34 in excellent condition. Lower harbor. Full access. Great partners. (559) 312-5550 or (559) 855-8277 or ar40021@gmail.com.

**SOUTH OF THE BORDER**


VALLARTA CATAMARAN CHARTER. Puerto Vallarta. Low season rates! Come sail with us on famous HuMuHuMu in perfect Banderas Bay conditions. Full day, Long Weekend or Costa Alegre Discovery Cruise. Vallarta has it all at www.catpvy.com. (760) 681-7825 or (760) 975-5850 or info@catpvy.com.

**GEAR**

AUTO PROP FEATHERING PROP. Lake Chamanche. $2,000/obo. Model H5-470, in mint condition, suitable for Benetoea, Catalina, Jeanneau, Hunter, Caliber, or other sail boats of about 40-ft. Check abmarine.com for suitability of your boat. www.ab-marine.com. (209) 223-2183 or oarnieeo@comcast.net.

LATITUDE 38 \*

November 2011 • Latitude 38 • Page 155
**Berths & Slips**

**BEAUTIFULLY LOCATED UPWIND BERTH.** Emery Cove, Yacht Harbor. Privately owned 40-ft end-tie slip with extra wide dock for rent. Unobstructed views to GG and Berkeley Hills. Quiet, clean, free WiFi, Restaurants, groceries in walking distance. Very reasonable rates. (707) 942-1174 or LeeHound@wildblue.net.

**50-FT PRIME SLIP PIER 39, SF, $46,000.** F-Dock, Slip 11, east side. Protected from wind. Close to gangway, show and marina office. Covered parking across street with special rates for owners. Contact (559) 355-6572 or scorchtimpest-edge.com.

**SLIPS AT OAKLAND YACHT CLUB.** Alameda. Five 42’ slips and three 28’ slips available. On the Alameda side of the estuary, our marina is safe, friendly, and affordable. Mention this posting and ask about our specials. More at www.oaklandyachtclub.net. (510) 522-8688 or cwong@oaklandyachtclub.com.

**Crew**

**80-FT SCHOONER LEAVING FOR MEXICO MID-NOVEMBER.** Destination Puerto Vallarta. Captain seeking several passengers/crew. Experience the adventure of a lifetime. For details contact: phschnritia@hotmail.com.

**Business Opportunities**

**STEARNS WHARF CHARTER BUSINESS.** Santa Barbara Harbor. Best Offer. Seeking parties interested in operating a coastal cruising business from Stearns Wharf which may include gray whale watching, sunset cruises, dinner cruises, etc. Contact Sriedman@SantaBarbaraCA.gov or (805) 992-1973.

**Earn your living on the water!** Currently Servicing SF East Bay Area. Well-established and respected boat-based holding tank pumpout service with great clientele for sale. Excellent part-time income with real potential for growth. Turnkey operation includes 21’ Boston Whaler Outrage, professionally-maintained 2005 Mercury 90hp four-stroke outboard with complete outboard equipment, galvanized Pacific dual axle trailer and a very low-mileage 1996 Ford E-250 tow vehicle. Will sell all or part and will train. Contact (925) 429-4490 or mattshead-honcho.net.
AB Marine .................. 46
Almar Marinas ............... 49
Alpenglow Marine Lights ... 149
Aqua Marine ................ 69
AVI Nautica ................ 131
Bacon Sails & Marine Supplies ............ 60
Bair Island Marina ........ 75
Boja Ha-Ha Beach Party ... 143
Boja Ha-Ha Sponsor ....... 111, 112, 113
Bay Area Boat Works ...... 44
Bay Island Yachts .......... 8
Bay Marine Boatworks ...... 35
Bay Marine Diesel ......... 149
Boyside Canvas ............ 63
Bellhoven Yacht Sales & Charters ........ 131
Berkeley Marina .......... 47
Berkeley Marine Center ... 25
Beta Marine Engines ...... 65
Blue Pelican ................ 156
Blue Water Yacht Insurance ... 50
Bluewater Network .......... 160
Boat Electric ................ 58
Boat Yard at Grand Marina, The ............ 21
Boatswain's Locker ....... 23
Bottam Siders .............. 146
Brisbane Marina ........... 93
BVI Yacht Charters .......... 130
Coll Of The Sea ............ 59
City Yachts ................ 11
Coast Marine ............... 75
Costa Baja Resort & Marina .... 43
Cover Craft ................ 60
cruise KO Water .......... 109
Cruising Yachts .......... 9
CYOA Yacht Charters ...... 131
DeWitt Studio .............. 124
Diesel Fuel Filtering ...... 160
Downwind Marine .......... 42
Doyle Sails ................ 33
E Marine Systems ....... 149
Easom Rigging ............ 67
El Salvador Rally/Bahia del Sol .......... 31
Emery Cove Yacht Harbor .... 59
Emeryville Marina ....... 125
Equipment Parts Sales .... 15/
Essex Credit Corp. ....... 38
Farallone Yacht Sales ....... 6, 7
ferreteria Zaragoza ...... 110
Flex-O-Fold Propellers .... 26
Flying Cloud Yachts ...... 158
Fortman Marina .......... 63
Gentry's Kona Marina .... 149
Gianola Canvas Products ... 142
Gill ......................... 22
Golden State Diesel Marine .. 146
Grand Marina .............. 2
Hansen Rigging .......... 53
Harbor Island West Marina .... 145
Helm's Yacht & Ship Brokers/ West Coast Multihulls .... 159
Helm's Marine Service .... 66
Heritage Marine Insurance .... 57
Heritage Yacht Sales ....... 161
Hogin Sails ................. 40
Hood Sails ................. 27
Hotel Coral & Marina ...... 67
Hotwire Enterprises ...... 157
Hydrovane ................ 110
Kissinger Canvas ....... 74
KKMI - Brokerage ....... 161
KKMI - Full Service Boatyard .... 164
Landing School, The ...... 73
Lee Sails .................... 157
List Marine Enterprises .... 70
Loch Lamond Marina .... 73
Lunasea Lighting ......... 64
Malakel Boatworks ...... 160
Marina Bay Yacht Harbor .... 41
Marina de la Paz .......... 142
Marina El Cid ............... 53
Marina Ixtapa .............. 108
Marina Puesta Del Sol ..... 55
Marina Riviera Nayarit .... 34
Marina Village .......... 17
Marine Engine Company ... 156
Marine Outboard Co. .... 59
Mariner's General Insurance .... 123
Maritime Institute ....... 64
Marotta Yachts .......... 162
Mathiesen Marine ....... 146
Mazatlan Marine Center/ La Paz Yachts ...... 15
MORR ENERGY!
KEEP BATTERIES CHARGED!
• KISS wind generators
• Solar panels and MORE
USE BATTERIES EFFICIENTLY!
• LED lights
• Engel fridge/freezers
• Wonder Wash and more

www.svhotwire.com 727.943.0424

MORE ENERGY!

KATADYN SURVIVOR 35 WATERMAKER
The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour. These are unused U.S. government surplus.

Reconditioned by Katadyn $950.
Compare to factory new price: $1,995.
For more information or to place an order, please call one of our sales reps.

Equipment Parts Sales
In the U.S.: (800) 417-2279
Outside the U.S.: (717) 896-9110

ADVERTISERS' INDEX

cont'd on next page…

List Marine Enterprises .... 70
Loch Lamond Marina .... 73
Lunasea Lighting ......... 64
Malakel Boatworks ...... 160
Marina Bay Yacht Harbor .... 41
Marina de la Paz .......... 142
Marina El Cid ............... 53
Marina Ixtapa .............. 108
Marina Puesta Del Sol ..... 55
Marina Riviera Nayarit .... 34
Marina Village .......... 17
Marine Engine Company ... 156
Marine Outboard Co. .... 59
Mariner's General Insurance .... 123
Maritime Institute ....... 64
Marotta Yachts .......... 162
Mathiesen Marine ....... 146
Mazatlan Marine Center/ La Paz Yachts ...... 15
MULTIHULLS

SEAWIND 1160 Call us about charter test sail.

20+ KNOTS WITH EASE

CHRIS WHITE HAMMERHEAD 54

REDUCED!

PDQ 32 ALTAIR
Two boats from $129,000.

SISTERSHIP

CORSAIR 24 MKII
$34,000.

HOT!

GEMINI 105M
$124,000.

MAGIC!

36’ SEAWIND 1000XL, 2001
Two boats from $169,000.

31’ CORSAIR, 1998
$95,000.

REDUCED!

CORSAIR SPRINT 750
2 starting at $44,000.

36’ BENETEAU 361, '00..............$99,500

36’ HUNTER 356, '03................$99,500

34’ HUNTER PASSAGE, '95..............$99,000

32’ CATALINA 320, '98..............$59,500

CORSAIR 28CC, 2005
$75,000

HOT!

20+ KNOTS WITH EASE

MAGIC!

HOT!

SISTERSHIP

REDUCED!

PENDING

PENDING

SISTERSHIP

SISTERSHIP

SISTERSHIP

Michael Wiest
Yacht Sales
QUALITY PRE-OWNED SAILBOATS

51’ BENETEAU 510, '07...........$445,000

49’ BENETEAU SLOOP, '07......$445,000

47’ SORENSEN CELERE, '88...$359,000

45’ MORGAN STARRATT, '79 ....$39,000

44’ SWAN, ’74........................$125,000

44’ HUNTER DS, ’05 .............$199,000

43’ IRWIN MKII, ’88 ..........$119,900

42’ HUNTER PASSAGE, ’95.....$99,000

40’ BAVARIA SLOOP, ’01........$179,000

36’ BENETEAU 361, '00...........$99,500

36’ HUNTER 356, '03..............$99,500

33’ HUNTER SLOOP, ’91 ..........$39,500

CHECK THEM OUT AT
www.michaelwiestyachtsales.com
then call
(510) 601-5010
Emeryville, CA

November, 2010 • Latitude 32 • Page 199

Helms Yacht Sales Inc.
Dealer for Seawind Catamarans and Corsair Trimarans
www.helmsyacht.com
(510) 865-2511

QUALITY PRE-OWNED SAILBOATS

DEALER FOR

SEAWIND CATAMARANS

YACHT SALES INC.

CORSAIR TRIMARANS

www.helmsyacht.com

(510) 865-2511

DEALER FOR

SEAWIND CATAMARANS

YACHT SALES INC.

CORSAIR TRIMARANS

www.helmsyacht.com

(510) 865-2511
47’ COLIN ARCHER STEEL PH KETCH • 1972 • $69,500

48’ & 49’ C&C PH CUTTER • 1982 • $95,000

56’ FOUNTAINE PAJOT MARQUISES 2001 • $995,000

35’ AMUTHON STEEL SLOOP 1966 • $18,500

44’ SIRENA 1988 • $109,000

40’ NEWPORTER STAYSAIL SCHOONER • 1957 • $29,500

39’ PEARSON 390 CENTER COCKPIT • 1972 • $32,500

38’ ISLANDER SLOOP 1968 • $21,900

32’ CORONADO AFT CABIN 1973 • $19,950

45’ C&L EXPLORER CUTTER 1979 • $59,500

56’ FOUNTAINE PAJOT MARQUISES 2001 • $995,000

36’ BENETEAU 361 1999 • $89,500

47’ COLIN ARCHER STEEL PH KETCH • 1972 • $69,500

39’ PEARSON 390 CENTER COCKPIT • 1972 • $32,500

48’ & 49’ C&C PH CUTTER • 1982 • $95,000

56’ FOUNTAINE PAJOT MARQUISES 2001 • $995,000

35’ AMUTHON STEEL SLOOP 1966 • $18,500

44’ SIRENA 1988 • $109,000

40’ NEWPORTER STAYSAIL SCHOONER • 1957 • $29,500

39’ PEARSON 390 CENTER COCKPIT • 1972 • $32,500

48’ & 49’ C&C PH CUTTER • 1982 • $95,000

56’ FOUNTAINE PAJOT MARQUISES 2001 • $995,000

35’ AMUTHON STEEL SLOOP 1966 • $18,500

44’ SIRENA 1988 • $109,000

40’ NEWPORTER STAYSAIL SCHOONER • 1957 • $29,500

39’ PEARSON 390 CENTER COCKPIT • 1972 • $32,500

48’ & 49’ C&C PH CUTTER • 1982 • $95,000

NAPA VALLEY MARINA YACHTS
(866) 363-8882 • (707) 252-8011
1200 Milton Road • Napa, CA 94559
www.napavalleymarina.com
Marina • Boatyard • Chandlery • Brokerage
Dealers for YANMAR • Interlux
Distributors for Brownell
Boat Stands

DIESEL FUEL FILTERING
Purify Diesel Fuel & Flush Tanks
Process scrubs, polishes, removes algae, dirt, sludge, rust, water, and foreign particles from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair and down time.


(510) 521-6797 Fax: (510) 521-3309
www.dieselfuelfilterings.com

MAKELA BOATWORKS
Family owned since 1948
Wooden Boat Building • Repair and Restoration
19280 South Harbor Drive • Fort Bragg, CA 95437
(707) 964-3963
email: howard@makelabootworks.com • www.Makelabootworks.com

Donate your Boat
Cars, Trucks, RVs, & Real Estate
We handle all DMV & Smog Running or Not

“Proceeds help Bluewater Network reduce greenhouse gases, clean up our air and water, and protect marine mammals and wildlife.”

“Magic”
40 Jespersen Schooner 1993
Proven Pacific cruiser
Impeccable workmanship
Custom cold molded
Exceptional condition
Northwest Yachts
Anacortes, WA
myachts.com
866.370.5560

Bluewater Network 800-324-7432
49' Transpac, 1984
$189,900

45' Hunter Legend, 1986
$79,900

45' C&L Explorer CC, 1978
$79,400

40' Beneteau, 2008
$199,000

35' J/Boat J/35, 1988
$47,500

34' Formosa, 1980
$59,900

HINCKLEY BERMUDA 40 MkII Yawl CB (1968) Bill Tripp design is highly regarded for classic beauty, superb workmanship and quality details. New sails, dodger, intelligently updated. Excellent condition. Asking $147,000

BALTIC 42 DP (1984) Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29. Asking $165,000

SWAN 45 (2003) Race or cruise. Rancho Deluxe won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition. $525,000

NELSON MAREK CUSTOM A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition. $1,500,000
Marotta Yachts of Sausalito
Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

41' SCEPTRE RAISED CABINTOP CUTTER, 1985
Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. $195,000

See at: www.marottayachts.com

36' UNION CUTTER, 1980
Heavily built full keel canoe sterned classic, designed by Robert Perry and built by the renowned Union yard in Taiwan. Repowered, aluminum mast, rerigged. Offers encouraged. Competitively priced at $59,000

See at: www.marottayachts.com

40' CHALLENGER KETCH, 1973
Recently Awlgripped in beautiful Flag Blue, renewed brightwork, incredibly spacious below with 6’5” headroom. $39,900

See at: www.marottayachts.com

38' MORGAN, 1981
Morgans are well known for quality construction and seaworthiness; high D/L ratio of 265 and long fin keel provide a comfortable ride in the Bay’s baiestous conditions. Very clean in and out, with recent, dark blue Awlgrip. $45,000

See at: www.marottayachts.com

55' TAYANA CENTER COCKPIT CUTTER, 1988
Sturdy, well equipped vessel, outfitted by knowledgeable owners for world cruising. Twin wind gen, solar panels, first-class AP, and state-of-the-art navigation aids will take her new owners anywhere. $299,000

See at: www.marottayachts.com

40' HUNTEAU FIRST 40.7, 2003
The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She’s the deep version (preferable for the Bay). $169,000

See at: www.marottayachts.com

37' HUNTER 376, 1999
Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. $89,000

See at: www.marottayachts.com

50' STEPHENS, 1966
Stephens were all expensive custom builds and this is a prime example. Over $500k spent on her since ’04; updated inside/out but retains her original stately lines and elegant ambiance. Possible Sausalito transferable slip. $227,000

See at: www.marottayachts.com

43' HANS CHRISTIAN, 1978
Classic offered for sale by original owner. New teak decks (this was a $40,000 job alone!), Awlgripped hull, updated interior, optional larger diesel and Telstar performance keel. $159,000

See at: www.marottayachts.com

38' C&C, 1980
C&C is known for producing fast, good looking and well built boats, and this is a prime example: she shows very nicely. Always been a professionally maintained local boat and has less than 400hrs on Yanmar dsl. Radar, chartplotter, robust offshore dodger, wheel steering, etc. Transferable Sausalito YH slip. $89,000

See at: www.marottayachts.com

41' CHEOY LEE PEDRICK CENTERBOARD SLOOP, 1982
With upwards of $200k spent on this black-hulled beauty over past 10 years, today she shows Bristol. Note repowered in 2007, totally new teak decks in 2004. Transferable Sausalito YH slip. $127,000

See at: www.marottayachts.com

31' PACIFIC SEACRAFT CUTTER, 1989
Vessel shows very, very nicely. Always been a professionally maintained local boat and has less than 400hrs on Yanmar dsl. Radar, chartplotter, robust offshore dodger, wheel steering, etc. Transferable Sausalito YH slip. $89,000

See at: www.marottayachts.com

REDUCED

NEW LISTING

42' HINCKLEY SOU’WESTER, 1989
Deep-keel performance sloop set up for shorthanded. Custom interior plan finished Herreshof-style white formica bulkheads w/glass varnished mahogany trim. Methodically maintained and upgraded; rare on West Coast. $299,000

See at: www.marottayachts.com

40' CHALLENGER KETCH, 1973
Recently Awlgripped in beautiful Flag Blue, renewed brightwork, incredibly spacious below with 6’5” headroom. $39,900

See at: www.marottayachts.com

35' PEARSON SLOOP, 1981
Built in Rhode Island to typical Pearson standards, this is one of the last 35s built and has been a local boat since 1983. In very nice shape, priced right and lying in a transferable Sausalito Yacht Harbor slip. A nice package! $29,000

See at: www.marottayachts.com

REDUCED

NEW LISTING

43' HANS CHRISTIAN, 1978
Classic offered for sale by original owner. New teak decks (this was a $40,000 job alone!), Awlgripped hull, updated interior, optional larger diesel and Telstar performance keel. $159,000

See at: www.marottayachts.com

31' PACIFIC SEACRAFT CUTTER, 1989
Vessel shows very, very nicely. Always been a professionally maintained local boat and has less than 400hrs on Yanmar dsl. Radar, chartplotter, robust offshore dodger, wheel steering, etc. Transferable Sausalito YH slip. $89,000

See at: www.marottayachts.com

REDUCED

REDUCED

REDUCED

REDUCED

See at: www.marottayachts.com

38' C&C, 1980
C&C is known for producing fast, good looking and well built boats, and this is a prime example: she shows very nicely. Always been a professionally maintained local boat and has less than 400hrs on Yanmar dsl. Radar, chartplotter, robust offshore dodger, wheel steering, etc. Transferable Sausalito YH slip. $89,000

See at: www.marottayachts.com

NEW LISTING

REDUCED

REDUCED

REDUCED
NORPAC YACHTS
1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801
(510) 232-7200 • FAX (510) 232-7020
email: info@norpacyachts.com

FOR MORE SEE OUR WEBSITE
norpacyachts.com

Visit us at BEAUTIFUL & FRIENDLY Brickyard Cove Marina

SAIL
100’ MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, clean, sharp!  Load out and ready forlop. See the remarkable 

Asking 13,950

36’ ISLANDER 36. Well respected and outstandingly popular Alan Gurney design. Wheel steering. 6’5’, full dhb, cabin comfort, lightweight construction. 

Asking 43,950/offers

POWER
30’ TRIPP SLOOP Bill Tippo. It’s beautiful. Seafarer design magnificently built in F/B by Werkspoor, Holland. Recent Yamarin diesel. New to market. Ask $17,950

40’ X-YACHTS X-119 SLOOP. Famous Danish builder, race-cruiser one design by Niels Jørgensen. Loaded with gear, radar, new Volvo IPS, new windlass and MORE! Present owner wants to sell, offer $55,965

50’ TRIPP TRAWLER, Long range, great space. 67’ x 12’ x 4’x 4’. Beautiful teak interior, new engine, new standing rig, new furling system. O/S liferaft, vane, wheel, pulpits, 2x 350hp

Asking 239,000

66’ MANDARIN Ketch. Mandarin. TEAK masterpiece. Famous from Racing. 60’ F/A 2006. Ask $300,000

88’ LUXURY MOTORSAILER

43’ POLARIS Conne-Stern Cutter. Proven cruiser. Dsl, furling, wheel steering, full galley, 14’6” beam, enclosed main cabin w/ & shower, 6’ x 6’ cabin. Walk around and a great deal more! Wonderful Robt. Perry design and a great opportunity. Asking $98,950

43’ D.M. CALLIS CLASSIC 1923 Custom Express Cruiser. Mandarin. TEAK masterpiece. Famous from Racing. 20’ on with cushions, Hollywood, etc. New engine. Sturdy and totally refit with modern everything discretionally incorporated. True to designer’s original intent. Excellent luxury, condition and price. Ask $69,950

57’ BOWMAN Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST. Must be seen. Has circumnavigated and also completed the Northwest Passage east to west. seaworthy, comfortable and ready, this is your ultimate bluewater cruising yacht. Asking $219,950

44’ STEEL Conne-Stern cutter by Geo. Bohler/Fred Loger & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Stabilizers, GPS, etc. Here’s your world beater! Asking $89,955

57’ TAHITI KETCH Teak construction. Near total rebuild/reconstruction, newly enlarged Teakail & more! Some fresh work left. This is a beautiful example of John Hanna’s much-loved design & an excellent buy at $19,750/offers

88’ LUXURY MOTORSAILER Turkish Goleta. 7 staterooms with heads, showers, air & heat, plus crew’s quarters. New Cat diesel, auxiliary generator. Large aft deck with canopy and side curtains. Recent FULL REFIT. Big 22’ beam and MORE! $1,2ml in survey. Now $44,995 BARGAIN

50’ MATTHEWS, 55’, diesel & genset. Loaded and beautiful. Asking $49,450

42’ GRAND BANKS 54’ Atlantic, V/B, Green, twin stater, radar, ice maker.


130’ CAMCRAFT Passenger Ship. Certified for 49 passengers. Turnkey operation; owner retiring. spacious charter yacht w/tasteful traditional styling/and/or gentlemen), liquor service, comfortable and

Asking 219,000

Our Boats Are SELLING and WE NEED MORE LISTINGS!
This Is the Time to LIST YOUR BOAT WITH NORPAC!

35’ TAUTI KETCH Teak construction. Near total rebuild/reconstruction, newly enlarged Teakail & more! Some fresh work left. This is a beautiful example of John Hanna’s muchloved design & an excellent buy at $19,750/offers

34’ CLASSIC ENGLISH KETCH Award winning beauty, fine condition. Parchment over oak, copper riveted. Dsl, dodger, new teak dod, radar, gorgeous interior & MORE! $99,995

36’ STEEL HARTOG KETCH Robust bluewater cruising double-ended, 1965. Low hours diesel, radar, air conditioning, watermaker, RH and outboard, 0/5 liferaft, win, wheel, pulpit, 2x course lifelines and MORE! GREAT BARGAIN on us go anywhere cruiser!

Asking $49,950

CALL (510) 232-7200 or FREE (877) 444-5087 or CALL GLENN DIRECT AT (415) 637-1181

For Information & Inspection Appointments
Ken, Paul and the whole KKMI Sausalito & Pt. Richmond Teams.

In all the boat yards that we have been to as the Melges Mafia, I have to say, that KKMI has been the easiest and most enjoyable to work with. From shuffling schedules, to emergency haulouts, to staying late, to putting Grand Prix touches on a boat, you guys are top notch. Even though this is coming from a younger guy in the industry, you guys have it DIALED.

Thanks again,
Jim Condon, Melges Mafia