

Latitude 38

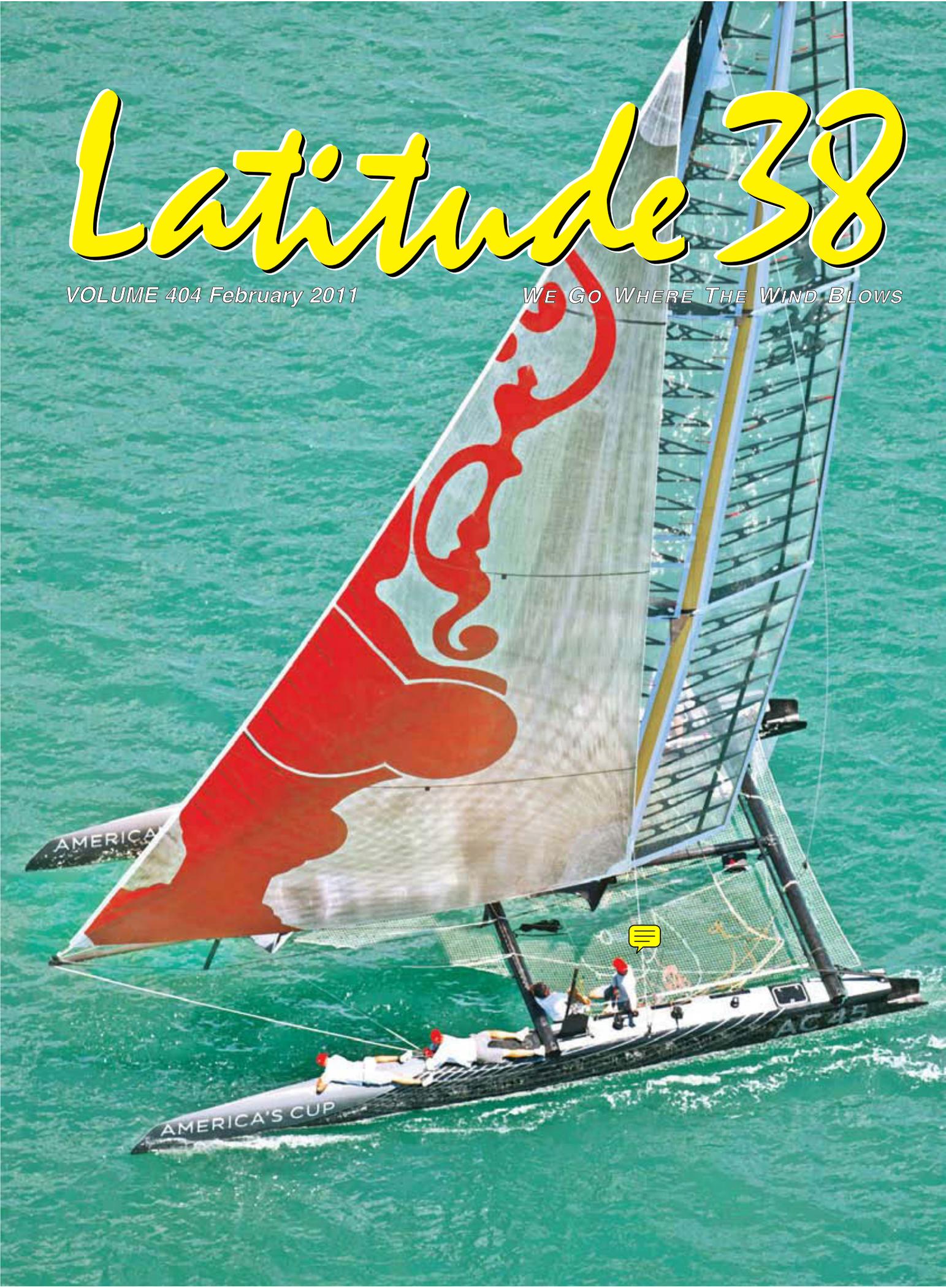
Latitude 38

VOLUME 404 February 2011

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FEBRUARY 2011

VOLUME 404





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Cover: The first AC 45 undergoes sea trials off Auckland.

Photo by Gilles Martin-Raget

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

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SELECT LISTINGS

This Month's Featured Boats



Beneteau 411
 1999
 \$135,000

40' Island Packet
 1998
 \$225,000

SAIL

50' Hollman	1989	\$169,950
47' Beneteau 473	2004	258,800
47' Beneteau 473 3-cabin	2006	329,000
46' Amel Maramu	1985	124,000
45' Beneteau 45f5	1991	119,900
42' Beneteau 423	2005	199,500
42' Cascade	1971	47,500
41' Beneteau 411	1999	135,000
41' Tartan 4100	1996	224,500
40' Island Packet	1998	225,000
40' Hardin Seawolf ketch	1970	70,000
39' Carroll CM 1200	1995	59,500
37' Tartan 3700	2006	239,000
37' C&C 37	1985	57,900
37' Pacific Seacraft	1984	129,000
37' Tartan 3700	2006	239,000
36' Beneteau 361	2002	109,500
36' Beneteau 361	2000	114,000
36' Cape Dory ketch	1984	89,900
36' CS sloop	1988	62,500
36' Island Packet 350	1999	169,000
35' Dehler CWS	1996	82,000
35' C&C 35 Mk III	1983	49,900
35' J/105	1999	94,000
34' Aloha sloop	1984	49,500
32' Island Packet	1990	88,000
32' J/32	1997	87,500
30' Juno, classic wood	1960	38,000
28' Islander Bahama	1981	18,500

POWER

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

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1984, \$19,900



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Latitude 38

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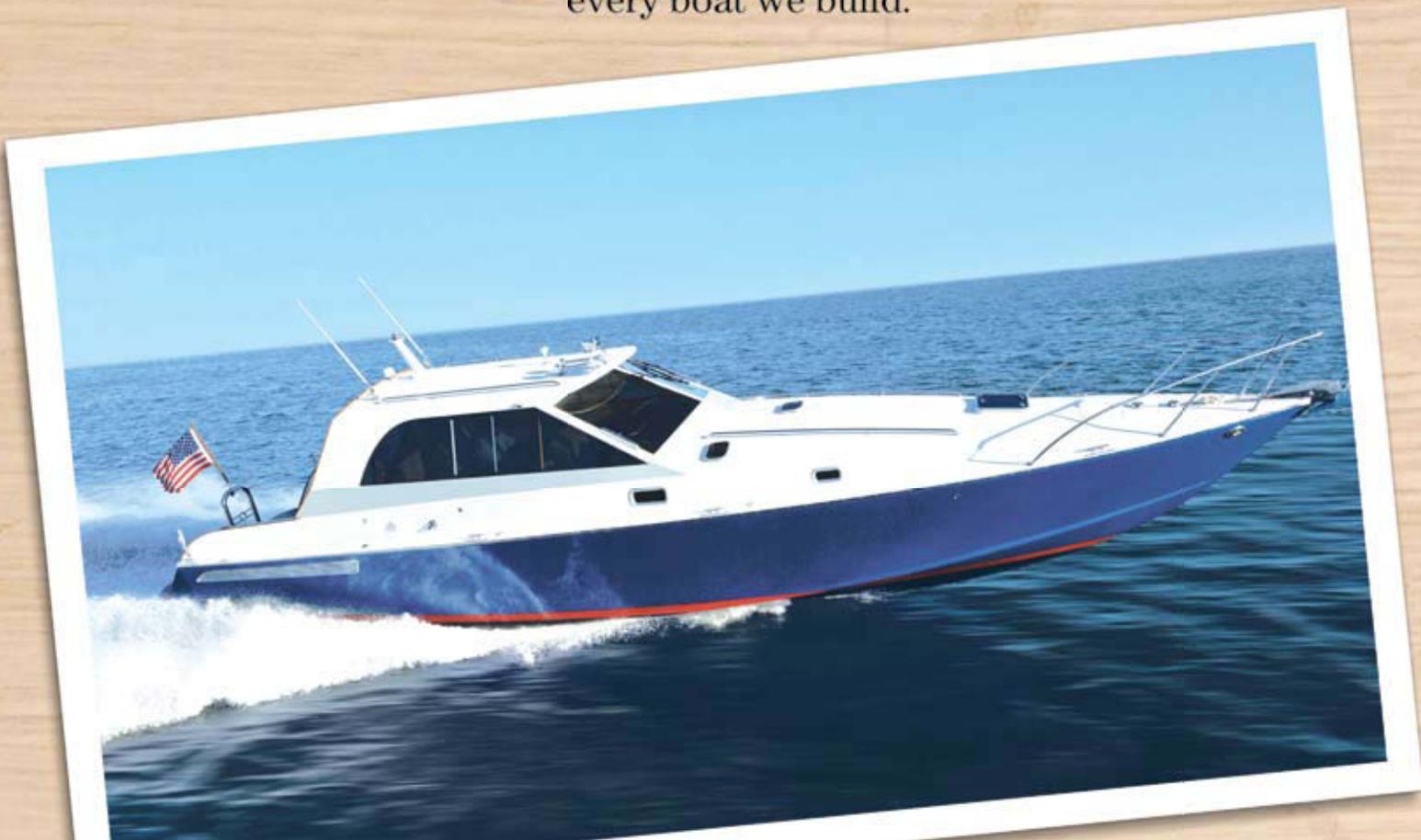


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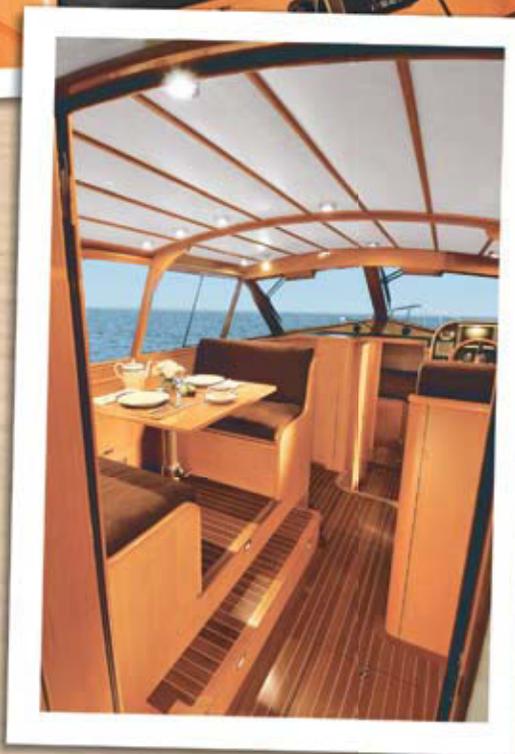
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- Herman Melville, *'Moby Dick', Chapter XXVI*



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Feb. 2 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Chartering to Catalina' by Rod Witel at Club Nautique in Sausalito, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito) and are free. **2/16:** 'Singlehanded Sailing in the TransPac' by instructor and SHTP vet Max Crittenden (A); **3/2:** 'Heavy Weather Preparation Devices & Skills' by Arnstein Mustad (A); **3/16:** 'Understanding San Francisco Tides & Currents' by Kame Richards (A); **3/30:** 'Cruise Planning for North of the San Rafael Bridge' by owners Don Durant and Dave Moore (S). Info, (510) 865-4700 or www.clubnautique.net.

Feb. 2 — Ullman Sails Seminar Series continues with 'Unlocking the Race Course' at Santa Ana loft, 7 p.m. \$18; others free unless noted. Seminars run at the same time and location. **3/2:** 'How to Win the U/S Offshore Series'; **4/6:** 'Team Building, Coaching & Management'; **5/4:** 'The Baja Ha-Ha Adventure'; **6/1:** 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

Feb. 2-23 — 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.stfyyc.com.

Feb. 3 — 'Family Cruising Adventures' presentation by Marc and Doreen Gounard at Golden Gate YC, 6-9 p.m. Free. Hosted by Modern Sailing School & Club. Info, (415) 331-8250.

Feb. 5 — 22nd Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar, \$170. Info, www.scya.org.

Feb. 5 — North U. Tactics Tour is a one-day course teaching the latest in strategy, tactics and rules. The first West Coast seminar is at King Harbor YC in Redondo Beach. All seminars run 9 a.m.-5 p.m. **2/19:** Vancouver, B.C.; **2/26:** Berkeley YC; **3/20:** Seattle (WA) YC; **4/3:** Anacortes (WA) YC. Prices vary; see www.northu.com for details.

Feb. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

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

Feb. 12-13 — 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.

Feb. 13 — 'Get Your Captain's License' workshop by CQuest Marine at the San Jose West Marine. Free. RSVP to (408) 246-1147.

Feb. 14 — Whether it's a '95 Clos Du Mesnil or a '10 Cooks, a bottle of champagne, a box of Trader Joe's truffles, and a dozen roses make the cabin of nearly any boat romantic for your Valentine.

Feb. 15-21 — Lake Havasu Pocket Cruiser Rendezvous. A great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, www.sailhavasu.com.

Feb. 18 — Howl at the full moon on a Friday night.

Feb. 24-27 — Boat Fest at Marina Village Yacht Harbor in Alameda. Admission and parking are free for this winter boating celebration. Info, www.boatfestival.blogspot.com.

Feb. 26-27 — US Sailing Advanced Race Management Seminar at Richmond YC, 8 a.m.-5:30 p.m., \$90. Info, www.usa.org.

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- Catalina 375, 2010
- Catalina 355, 2011 **ARRIVING FOR BOAT FEST!**

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Catalina 36 MkII, 2004.....	126,000
Catalina 36 MkII, 1999.....	89,500
Catalina 36, 1987.....	49,000
Catalina 350 MkII, 2004.....	125,663

Catalina 34, 2007.....	134,500
Catalina 34, 2004.....	107,000
Catalina 34, 1988.....	49,900
Catalina 320, 2000.....	68,500
Catalina 310, 2007.....	94,500

Preowned Sailing Yachts at Our Docks

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Hunter 34, 1984.....	42,000
Pearson 34, 1984.....	44,500
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Nonsuch 30, 1981.....	45,000
Rustler 24, 2009.....	65,000

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Ranger 21-EC Tug, 2011.....	49,937

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CALENDAR

ussailing.org/racemgt/Race_Officer_Prog/seminars.asp.

February, 1981 — It Was Thirty Years Ago from the feature 'South Channel?' by coastal engineer Doug Pirie:

Much has been written in the San Francisco Bay sailing sheets about the dangerous sailing conditions in the South Channel of the San Francisco Bar, off Ocean Beach. I hope this brief helps to explain the coastal phenomena involved and to convince less experienced sailors to give the South Channel a wide berth.

In the early 1900s there actually was a South Channel through the bar with depths exceeding 40 feet. Many factors, including the filling of San Francisco Bay, the deepening of the main ship channel, and the modification of river flows into the Bay have all changed the hydrodynamics of the tide and weakened the tidal action in the South Channel to a degree that channel scouring has effectively ceased. Now depths of less than six fathoms on the southern portion of the bar extend seaward from shore more than three nautical miles. The so-called South Channel has disappeared.

Along the California coast, we normally do not expect breaking waves in water depths of six fathoms. However, wave refraction over the entire bar creates a micro-wave climate of larger and confused waves on the inner southern bar. Waves originating from the northwest are refracted by Fourfathom Bank, commonly called Potato Patch Shoal, toward the south bar. The same wave source is focused by the outer southern bar onto the inner southern bar. In turn, the inner southern bar refracts the wave source toward the northeast. When complete wave interactions are added to the phenomena of wave groups (i.e., sets of higher waves in any wave train), the result is a high probability of finding that your position is going to be concurrently occupied by a large steep wave in a non-existent channel. Therefore, I personally recommend that you mark out the name "South Channel" on your charts with your trusty felt-tip pen and avoid the area like the plague.

Mar. 3 — 'Sailing & Cruising in Greece & Turkey' presentation by John Connolly at South San Francisco West Marine, 6:30 p.m. Free. Info, (415) 331-8250.

Mar. 5 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10:30 a.m.-3:30 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothes. Info, sebrowne@earthlink.net.

Mar. 9 — Free in-the-water liferaft training class by Sal's Inflatables, 3-5 p.m. at Golden Gate YC, just before the Crew List Party. Reservations and info, (510) 522-1824.

Mar. 9 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 and under (with ID)! Only \$7 for the rest of us. See www.latitude38.com for details.

Mar. 12 — About Boating Safely course by USCGA Flotilla 17 at Yerba Buena Coast Guard Station, 8:30 a.m.-5 p.m. \$55 includes lunch & materials. Info, www.flotilla17.org.

Mar. 9-13 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or \$85 for a Film Program Pass. Info, www.oceanfilmfest.org.

Mar. 18-19 — Lin and Larry Pardey begin a West Coast seminar tour with 'The Compelling Power of Adventure' and '16 Ways to Insure Your Partner Shares Your Cruising Dream' at the Northwest Maritime Center in Port Townsend, WA. Registration limited. Info, www.nwmaritime.org.

Mar. 24-25 — Lin and Larry Pardey continue their tour with a stop at Spaulding Wooden Boat Center in Sausalito. 'The Unstoppable Cruising Boat: From Nuts & Bolts to a Real Budget' will be presented Thursday at 7 p.m., \$15. Stop by Friday from 6-9 p.m. for the launch party (\$10) for Lin's latest

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CALENDAR

book, *Bull Canyon — A Boatbuilder, a Writer and Other Wildlife*. RSVP, (415) 332-3179 or info@spauldingcenter.org.

Mar. 28, 30 — Lin and Larry Pardey close their tour at Orange Coast College Sailing Center in Newport Beach with 'Cruising Cost Controls Plus Paperwork' on 3/28 and 'Storm Tactics' on 3/30. Both talks run 7:30-9:30 p.m. and cost \$25 each. RSVP, (949) 645-9412 or sailing@occsailing.com.

Apr. 14-17 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Racing

Feb. 5 — Double Up & Back. CPYC, www.cpyc.com.

Feb. 5 — Singlehanded #1. SeqYC, www.sequoiayc.org.

Feb. 12-13 — Londerville Cup. HMBYC, www.hmbyc.org.

Feb. 19-20 — BAYS Winter Opti #3. EYC, www.bayarea-youthsailing.com.

Feb. 26 — Island YC's Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder challenge afterward. Info, John New, (510) 521-7442 or iycracing@yahoo.com.

Feb. 26-27 — California Dreamin', the first stop in a new set of West Coast ISAF Grade 3 match racing events. Followed by events at Long Beach YC on March 5-6 and San Diego YC on March 12-13. StFYC, www.stfyc.com.

Feb. 27 — Midwinter Champion of Champions. BYC, www.berkeleyyc.org.

Mar. 3-6 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 5 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 5-6 — Spring Keel Regatta on the Cityfront. StFYC, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 12 — Mercury Series #1. EYC, www.encinal.org.

Mar. 12-13 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or www.richmondyc.org.

Mar. 12-13 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 13 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 18-24 — Newport Beach to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, www.nhyc.org.

Mar. 26 — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 2/12-13. Chowder Races: Sundays through March except when it conflicts with Midwinters. Bobbi, (925) 939-9885.

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

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

ELKHORN YC — Frostbite Series: 2/6, 2/20, 3/6, 3/20. Paul, (831) 724-3875 or pputter@yahoo.com.

ENCINAL YC — Jack Frost Series: 2/26, 3/26. Chris, rearcommandore@encinal.org. Small Boat Winter Series: 2/26, 3/26. Charles Hodgkins, chodgkins@encinal.org.

GOLDEN GATE YC — Seaweed Soup Series: 2/5, 3/5. Leslie Anne, (415) 931-3980.

HALF MOON BAY YC — Midwinters: 2/20, 3/20. Info, rcommandore@hmbyc.org.

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

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

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

REGATTAPRO — Winter One Design: 2/12. Jeff, (415)

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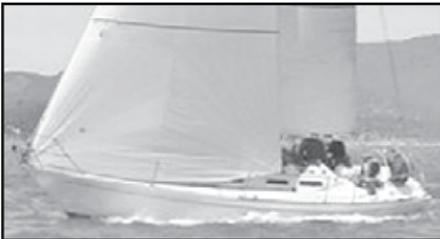
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53' J/160, '00, <i>Novakane</i>	Reduced \$560,000	39' Schumacher, '96, <i>Recidivist</i>	Reduced \$99,000	34' MJM 34z, '05*.....	\$334,000
52' Santa Cruz, '99, <i>Renegade</i>	\$595,000	38' Sabre 386, '08, <i>Kuai</i>	\$289,000	33' J/100, Hull #9, '05.....	\$106,000
52' Santa Cruz, '98, <i>Hula</i>	Reduced \$449,000	38' Sabre 38 Mkl, '84.....	\$89,900	33' Back Cove, '08.....	\$279,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	36' J/109, '03*.....	\$189,000	32' J/32, '02, <i>Tango</i>	\$119,000
48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, <i>Absolute</i>	\$45,000	32' Catalina 320*.....	\$61,000
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '92, Hull #44, <i>Orion</i>	\$75,000	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, <i>Sunchase</i>	Reduced \$110,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$82,500	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	\$429,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$109,000	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, <i>Halcyon Days</i> *.....	\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$109,000	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '01, Hull #469, <i>Streaker</i>	Reduced \$100,000	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	\$109,000	26' J/80, '04, <i>Heart Attack</i>	\$34,900
40' J/122, '07, <i>TKO</i>	Reduced \$429,000	35' J/35, '84, <i>The Boss</i> *.....	\$34,000	26' Aquapro Raider, '02, enclosed hard top.....	\$59,000
40' J/120, '04, <i>Mad Max</i>	\$229,000	35' J/35C, '93.....	\$89,000		
40' Summit, '08, <i>Soozal</i>	\$599,000	35' 1D35, '00, <i>Sweet Sensation</i>	\$69,000		

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RICHMOND YC — Small Boat Midwinters: 2/6, 3/6. Opti Midwinters: 2/5, 3/5. Tony, (925) 200-4441 or amcastruccio@sbcglobal.net.

SANTA CRUZ YC — Midwinters: 2/19, 3/19. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 2/6, 3/6. John Mount, race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 2/26, 3/19. Redwood Cup: 2/13, 3/6. Tim Peterson, trp43@aol.com.

SOUTH BEACH YC — Island Fever Midwinters: 2/19, 3/19. Info, www.southbeachyc.org.

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

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

Mexico and Beyond

Feb. 1-6 — 10th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted more than 30 boats to last year's event, but the real payoff was raising money for local schools. These indigenous kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year about \$45,000 was raised thanks in large part to matching funds raised by the Bellack Foundation and Pete Boyce, and a \$20,000 grant from Rotary International. To join in the fun and help some needy kids — even if you can't make it to the parties — go to www.zihuasailfest.com.

Feb. 4 — Pacific Puddle Jump Kick-Off Party at Vallarta YC in Nuevo Vallarta from 2-5 p.m. *Latitude 38*, Paradise Marina and the Vallarta YC team up to host the final Mexico get-together for South Pacific-bound cruisers. For details, email andy@latitude38.com or go to www.pacificpuddlejump.com.

Feb. 12 — Pacific Puddle Jump Kick-Off Party at Balboa YC in Panama City, Panama from 12-4 p.m. Andy 'Mr. Puddle Jump' Turpin and officials from French Polynesia will be on hand to answer everyone's questions and explain the various programs. For details, email andy@latitude38.com or go to www.pacificpuddlejump.com.

Mar. 8-12 — The 19th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Nautico Vallarta. For details, visit www.banderasbayregatta.com.

Mar. 12-Apr. 30 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 7-10 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at www.clubcrueros.org.

Apr. 29-May 1 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.



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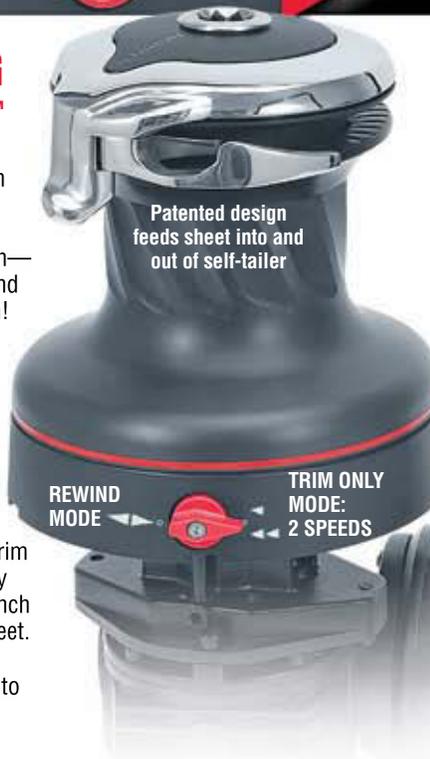
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J/24 World Championship — 1st, 3rd, 5th

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Melges 20 Nationals — 1st, 2nd, 3rd

Melges 24 US Nationals — 2nd

Melges 32 US Nationals — 1st

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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

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4th, 5th, 7th, 10th

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- 1976 FUJI 32 KETCH..... \$45,000
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CALENDAR

May 2-7 — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on *Talon* at patsyfish@gmail.com

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

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.

February Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
2/05Sat	0108/5.3	0634/2.0	1233/5.3	1844/0.5
2/06Sun	0133/5.3	0714/1.9	1314/4.9	1914/1.0
2/12Sat	0532/5.6	1300/0.6	2038/3.9	
	LOW	HIGH	LOW	HIGH
2/13Sun	0021/3.3	0634/5.8	1355/0.2	2124/4.2
	HIGH	LOW	HIGH	LOW
2/19Sat	0013/5.9	0541/1.0	1200/6.2	1803/-0.2
2/20Sun	0049/6.1	0633/0.6	1255/5.8	1844/0.4
2/21Mon	0127/6.3	0728/0.4	1354/5.2	1927/1.0
2/26Sat	0558/5.8	1312/0.1	2032/4.5	
	LOW	HIGH	LOW	HIGH
2/27Sun	0104/2.9	0705/5.8	1411/0.0	2122/4.8

February Weekend Currents

date/day	slack	max	slack	max
	2/05Sat	0247 1430	0516/2.9E 1727/3.8E	0847 2111
2/06Sun	0930 2142	0004/3.0F 1215/2.5F	0318 1515	0554/3.1E 1807/3.3E
2/12Sat	0139 1521	0444/1.8F 1822/2.4F	0736 2138	1059/3.6E 2334/1.4E
2/13Sun	0248 1612	0545/2.0F 1916/2.9F	0835 2232	1157/4.0E
2/19Sat	0151 1353	0431/4.2E 1650/4.9E	0754 2024	1050/4.0F 2320/4.2F
2/20Sun	0229 1450	0517/4.5E 1738/4.3E	0847 2106	1142/3.9F
2/21Mon	0944 2151	0003/3.8F 1238/3.7F	0308 1551	0605/4.6E 1829/3.6E
2/26Sat	0212 1525	0505/2.1F 1841/3.1F	0749 2144	1116/3.9E
2/27Sun	0854 2236	0039/1.6E 1229/4.0E	0321 1621	0618/2.2F 1935/3.4F

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LETTERS

↑↓ SAN FRANCISCO WAS A LOCK ALL ALONG

I just returned from the ceremony at City Hall celebrating the fact that the 34th America's Cup match will be sailed on San Francisco Bay. All the players were there, including the mayor and Larry Ellison. Larry made it sound as if there was never any choice other than San Francisco. The mayor said that it was right and proper for Oracle Racing to look around at other possibilities. It was another love fest, just like the one in February when the mayor gave Larry the key to the City for winning the Cup in Valencia.

In reality, the venue decision was not a close contest. The only other serious contender was Newport. Italy and Dubai were mere phantom contestants. Newport was given three weeks to put together a bid that it took San Francisco six

months to plan, organize and get approved by all those whose approval was needed.

Newport is a small fraction of the size of San Francisco. The real player back there is the state of Rhode Island, a state that has been hit very hard by the economic recession. They were given this 'opportunity' during the holiday season and while the state legislature was not in session. When the bid organizers had a meeting with the incoming governor, they were told there was no public money available for this

Larry and Gavin acted like old buds at the City Hall celebration.

event. Rhode Island is perhaps even more broke than San Francisco. There was never any realistic chance for Newport to serve as a venue, but the Oracle folks did a good job of convincing the folks in San Francisco that the prize could slip away.

In the end, and with the deadline at hand, there was really only one choice. The 'fingernail story' was just that — a story designed to put fear in the minds of folks who worked very hard in good faith to put a fair and reasonable deal in front of Larry Ellison.

I think the City, especially the Mayor's Office, is to be commended on the effort they put forth to secure this event. I am one who is frequently critical of our government here in San Francisco, but not this time. The City put together an effort that we have not seen around here for a long time, and it just shows what can be done when we all pull together in a common cause. Congratulations to the City and all those who made it happen. Things will be interesting around here for the next three years at least.

Bruce Munro
Princess, Sabre 402
San Francisco Bay

Bruce — Having followed the years of dysfunctional governance in San Francisco, the publisher of Latitude never gave the Cup more than a 30% chance of coming to San Francisco. We salute everyone — including members of the Latitude staff — who were less cynical and worked so hard to get the Cup to come to San Francisco Bay. We're irked about Newport's continuing to be mentioned as a "backup" venue, but we believe that the world of sailing is indeed about to become a lot more interesting around San Francisco Bay.

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LETTERS

↑↓ 'WAAA, THE CUP WILL INTERFERE WITH MY JOG'

In the January issue of *Latitude*, you hit it right on the head when you wrote that if the America's Cup were held somewhere besides San Francisco ". . . there would be far fewer critics."

I say hooray that San Francisco got the America's Cup, but if you'd read the reader responses to the *Chronicle's* report on it, you'd have thought nothing could be worse.

'Gee, what a bad deal, to have rotting old piers fixed up and leased out. How awful. Somebody must be cheating us.'

'Oh my, the traffic. Oh my, I jog there.'

'Oh my, my dog poops there.' (OK, that's not a real response, but one I made up.)

Nonetheless, I wish Larry Ellison and the Golden Gate YC all the luck, because San Francisco being San Francisco, I think they're going to need it.

Peter Groves
Fast Water, Tayana 52
Roche Harbor, WA

↑↓ GREAT JOB ON THE AC FAQs

We want to thank *Latitude* and everyone involved for the America's Cup FAQs that you've posted on the *Latitude* website. It answered almost all of our questions. Keep up the great work.

Marcia & Jerry Phillips
Planet Earth



GILLES MARTIN-RAGET

Marcia and Jerry — We're glad you liked it. It was mostly the work of Racing Editor Rob Grant, but with contributions from almost all of the rest of the staff.

As there will be constant developments with the America's Cup, our America's Cup FAQ page on www.latitude38.com will be continually updated. It should be fun, particularly now that it's been confirmed that the big BMW Oracle Racing trimaran that won the last America's Cup is on her way to San Francisco Bay. Can you imagine how jaws will drop watching that monster sailing machine rocketing across the Bay at near her top speed of over 45 knots?

The rumors are true — we'll get to see this baby screeching across the Bay in March.

latitude38.com will be continually updated. It should be fun, particularly now that it's been confirmed that the big BMW Oracle Racing trimaran that won the last America's Cup is on her way to San Francisco Bay. Can you imagine how jaws will drop watching that monster sailing machine rocketing across the Bay at near her top speed of over 45 knots?

↑↓ BOAT ACCESS FOR THE UNWASHED MASSES

I'm a singlehander who sails out of Berkeley Marina, and I find that it's always nice to have a destination. Pier 1½, which has that terrific dock with a three-hour limit, is an example. After all, that's plenty of time to shop the sales at Macy's.

Is there any chance that the renovation of piers for the upcoming America's Cup will include public boat access to piers for the unwashed sailing masses — or even those of us who are only sweaty? On the north shore of Lake Tahoe, the local towns negotiated development rights that included some really great upgrades to that shoreline. I'm thinking of Commons Beach in Tahoe City, and the Tahoe Vista boat launch and picnic area. Any idea if the San Francisco Board of Supervisors was prescient enough to have considered local sailors while they were negotiating with the America's Cup folks?

Jackie Philpott
Dura Mater, Cal 20
Berkeley Marina



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LETTERS

Jackie — We think your suggestion is an excellent one. There are few things that non-sailors seem to like to watch more than sailboats coming into and out of harbors. And it would be nice for boatowners, too. In looking at diagrams for the proposed America's Cup development, it seems there is space being set aside for visiting boats. However, we're not aware that the details have been worked out. We suspect it would be tremendously expensive during Cup events, but hope it could be free at other times of the year.

It would also be nice if the City made provisions for dinghies to be landed and safely tied up at Aquatic Park. As it stands now, Aquatic Park seems like a facility that's underutilized by mariners.

↑↓ MINIMIZING TAX LIABILITY WHILE CRUISING

We're a couple planning to start an open-ended cruise in two years. We are trying to tie off each loose end in advance, but it's amazing how much boat and people prep there is to be done.

One thing we're struggling with is how cruisers declare non-residency in California for income tax purposes, particularly since we're keeping a house and renting it out. We don't want to sell the house, but only because we think we'd take a financial beating, not because we're going to return to it.

The California tax people seem to want to compare ties at a new location to those kept in California, and we won't have any new state. This has got to be something that California cruisers have dealt with before, but I can't find anything on it — including in *Latitude's* tremendously helpful and easily searchable archives. Can you provide any help?

We haven't told our employers about our plans, so please withhold our names.

Names Withheld By Request
Somewhere in California

N.W.B.R. — As you can read in a report in this month's Cruise Notes, it's easy and very inexpensive to establish residency in another state. For example, if you sign up for mail forwarding with St. Brendan's Isle in Florida, they provide you with a legal street address, where you can get bank statements and your boat documentation. As far as Florida is concerned, that's all you need to qualify to get a Florida driver's license and get on their voter registration rolls.

While that means you would no longer be a legal resident of the once-great and now-completely-broke State of California, it would not mean that you'd be completely free of the state's reach for your money. Rest assured, they will come after you for tax on any income that comes to you from California. While we're of the persuasion that the State of California has a spending problem rather than a revenue problem, and that the high state income tax is just one of the state's many fiscal mistakes, such taxation does seem fair to us.

Here's how California determines the tax liability of non-residents or part-year residents: 1) They add up your total taxable income — from not just the States, but from around the world, too — as if you were a full time California resident. 2) They calculate your tax rate by dividing your 'Tax on your Total Taxable Income' by the 'Total Taxable Income' itself. 3) They multiply your California taxable income only by this rate.

If you Google 'California non-resident taxes', there will be a number of examples that will: 1) Make your head hurt, and 2) make you take the time to figure out whether you might be better off selling your California house and buying rental property in a state that doesn't have state income tax.



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ASA 106

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February 3 - Marc & Doreen's Cruising Adventures @ GGYC (6 - 9pm)

February 5 - MSC Race Team participates in GGYC Mid-Winter #4

February 10 - Trivia Night @ GGYC (6 - 9pm)

February 17 - Seminar: USCG Licensing and Teaching @ GGYC (6 - 9pm)

February 27 - Refresher Course @ MSC (9am - 4pm)

February 27 - Club Sail (10am - 4pm), Chili Chow Down @ 3:30pm

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↑↓ FATAL FALLS CAN BE PREVENTED

The January 3 *Lectronic* story about the drowning death of Roy Wittrup in Santa Cruz brings up two important safety issues that are often discussed in *Latitude*.

First, there is the matter of intoxication. Apparently we will never know if this was a factor in Roy's falling into the water and drowning, but I'm afraid most of his friends assume he was intoxicated when he went into the water.

Second, there's the problem of people having trouble getting out of the water in marinas. Wittrup apparently fell into the water right next to his boat or from his boat, and couldn't get out. It's very difficult to pull oneself onto a marina dock alone, but when the water is icy cold, it's almost impossible. By the time victims realize that they might have to swim somewhere to get out of the water, they are often too exhausted and hypothermic to make much progress. And their clothes, which are hard to remove, only make the struggle more difficult.

I've read about a number of solutions to this problem in *Latitude*, but I guess the most useful I've seen are: 1) If you're a liveaboard or on your boat often, you should leave a rope ladder or something similar close to your boat to help you get out. 2) You should have a plan for if you fall into the water. Know where the nearest boats are with sugar scoops or accessible boarding ladders, or what's the closest distance to shore.

Steve Brenner
Necessity, Ericson 25
Santa Cruz

Steve — Falling into the water in the winter and not being able to get out is a much larger problem than we realized, at least until last year. Last winter there was at least one such victim in the Pacific Northwest, two in the Channel Islands area, and yet another in Northern California. That's way too many.

The solutions we liked best are: 1) The Up-N-Out ladder that springs down when pulled, which means it doesn't get encrusted with barnacles when not in use, and 2) Knowing the nearest places to get out of the water, as you suggested. Please everybody, be safe out there, even if just walking the dock to your boat or standing on her deck in her berth.

↑↓ ANOTHER WINTER DANGER OF BEING ON BOATS

It being the chilly time of year here in California, I thought it might be helpful to share a very scary incident that occurred last winter. I hope I don't show too much ignorance and naiveté in what I am about to share, but here it goes.

Since it can get chilly in the winter, I bought an oil-burning anchor light and expensive smoke-free oil, and used it inside to take the chill out of the coldest evenings. It worked like a treat for a couple of weeks.

Then one night I woke up at 2 a.m. feeling very groggy. I also had a splitting headache and was barely able to sit up. Furthermore, we were enveloped in a black haze. I tried to rouse my wife, but couldn't get her to move!

I struggled the 15 feet to where the oil lamp was situated, and realized that it wasn't burning correctly. We normally sleep with our port lights open, but we must have closed them at some point so I rushed around to open them all. I



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LETTERS

managed to push my wife so that her face was right next to an open 10-inch port, and made her keep her face there.

Had I not been awakened by the splitting headache, I'm sure we both would have been dead a few minutes later. The obvious lesson is to be extremely careful how you use oil lamps in enclosed areas — as well as any other devices that remove oxygen from the air. I'm not an expert, so it's just my conjecture that the oil lamp kind of 'turbo'd' when it became starved for oxygen. I wonder how many lives have been lost this way, with the correct cause of death never being discovered because the bodies weren't found until days later?

Furthermore, the danger from the oil lamp indoors was not limited to our dying from asphyxiation — when I rushed to turn off the lamp, some parts of it were red hot and I was badly burned. I was in such bad condition at the time that I didn't realize it. If I hadn't discovered the problem when I did, I believe a fire might have started.

My wife and I count ourselves very lucky to be alive, and hope that *Latitude* readers will learn and benefit from our experience. We continue to enjoy *Latitude*, but ask that you withhold our names so as to not alarm loved ones.

Name Withheld By Request
California

N.W.B.R. — We appreciate your sharing your experience, as it may indeed save lives. The Centers for Disease Control estimates that more than 500 Americans a year die from carbon monoxide poisoning, 40% of them associated with fuel-burning heating equipment in homes, boats and offices. Carbon monoxide is a product of incomplete combustion of organic matter with insufficient oxygen supply to enable complete oxidation to carbon dioxide. As carbon monoxide is colorless, odorless, tasteless, and non-irritating, it is very difficult for people to detect.

Boating safety experts warn that flame-producing devices must not be used in non-ventilated areas. This includes alcohol heaters and stoves, propane heaters and stoves, catalytic heaters, oil or gasoline lamps, and charcoal stoves and grills that consume oxygen. As oxygen levels in an enclosed space fall, normally blue flames become yellow and smoky, indicating the presence of carbon monoxide. Reliable carbon monoxide detectors are available and relatively inexpensive.

It may come as a surprise to some, but adverse affects of carbon monoxide may also be experienced by those out in the open. You don't want to swim near the exhausts of running engines or generators, for example, and you can also suffer from being engulfed in oxygen-deficient clouds while being towed too closely behind outboards or when motoring downwind.

↑↓ THE SAD DECLINE AND DEMISE OF NEREID

For everyone who sailed or had a cocktail aboard my father Howie's 45-ft (LOA) Casey ketch *Nereid*, which he owned from '64 to '85, and which had been built in '33, I received sad news about her in early January. It happened when I stopped by the Port San Luis Harbor Office and inquired about her whereabouts. The gal in the office told me that *Nereid* had sunk from the weight of 50 sea lions that climbed aboard her. The woman said she called *Nereid's* most recent owner to warn him that sea lions had been aboard, and that he needed to clean her decks of the scent because it only attracts more of them.

The accompanying photo of the unfortunately neglected *Nereid* was taken in November '07 while I was photographing erosion along the Pismo Bluffs. I believe that she was then owned by the third owner after my father had sold her. He called me a few years back to ask if I thought he should remove the ferrocement from around her hull. I told him 'no',

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LETTERS

because the ferrocement is what kept her from leaking and sinking. When I asked him what condition her interior was in, he said he had gutted it because it smelled bad.

"Did you save the butterfly table in the main salon?" I asked. No. "What about the pull-down Pullman sink in the forward



DIANE BEESTON

'Nereid' in her prime and on her way to third place in the '79 Master Mariners Regatta.

head?" No. "Did you save the cut-out 'Whale locker' cupboard doors in the overhead?" No. "You gutted the entire interior, which had been built of mahogany in '33?" Yes, because it smelled. I told him that he should have started in the bilge.

After reflecting on that conversation, I can understand why sea lions had taken over. That guy didn't deserve to own a boat, let alone a wooden ketch.

Not long after I did a feature story on *Nereid* for the September '76 issue of *Sailing* magazine, my father was contacted by a guy in Fairhaven, MA, who wrote to say that he'd helped build *Nereid* 40 years before. Later, a local savings & loan in Fairhaven bought a photo taken by the famous San Francisco Bay sailing photographer Diane Beeston, a photo of *Nereid* while she was racing across the Golden Gate in the '79 Master Mariners Regatta. We had Peter English at the helm for his local knowledge in using the tides to our best advantage. *Nereid* took third place. The savings & loan in Fairhaven used the photo for a full page ad in the local paper to tout the craftsmanship of their residents. The owner of the boatyard sent a copy of the ad to my father.



PAT O'DANIELS

'Nereid' wasting away at anchor in '07, before she sank under the weight of 50 sea lions.

If anyone has a photo of 50 sea lions on *Nereid's* deck, I'll buy it for the book I'm writing. My email is ratline@mac.com.

Pat O'Daniels
Shell Beach

Pat — The loss of a family's cherished wood boat is always a sad thing, but we think it's a little strong to say that the last owner "didn't deserve to own a boat, let alone a wooden ketch." Might it not be more accurate to say that perhaps he didn't have the requisite money, passion, and perhaps knowledge to keep such an old wooden yacht in fine condition? There are precious few people who have those three qualities these days.

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↑↓ SUMMER SAILING IS NO COLDER THAN THE BAY

After seeing a photo of my sailboat covered in snow, the publisher of *Latitude* wrote me a short note to ask, "What the heck would compel you to live aboard in the cold of Alaska?" The answer is easy — there is no grander place on the planet than Prince William Sound. Nowhere else where you can anchor before a tidewater glacier in waters calmer than any

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LETTERS

on San Francisco Bay. Actually, summer sailing up here is no colder than what blows through the Gate in the summer. There are also warmer areas of the Sound, similar to being able to seek warmth in the lee of Angel Island — as I did so many times during the 20-year period when I sailed there.

I've anchored in well over 400 places in Prince William Sound alone, and a couple of hundred more in the Southeast



PAUL MAY

We'll take palm trees and sunscreen over this any day.

Alaska Panhandle. I've rarely shared an anchorage with another pleasure boat. If anchoring with others is something you like to do, you have to work at it up here. This summer I sailed to the Katmai Region, which is the Alaskan Peninsula east of Kodiak. I

saw dozens of 60-ft fin whales, and there were brown bears everywhere. Never did see another pleasure boat, though.

Fortunately for those of us who like the Prince William Sound to be less travelled, there's a gulf between us and the rest of the cruising world. Most cruisers think that a trip up the protected Inside Passage, which ends about 500 miles to the southeast of Prince William Sound, is 'seeing Alaska'. Perhaps because it's more challenging to get up here to Prince William Sound, we actually see more French than American cruising boats. One French couple has been up here for years.

We don't have hurricanes up here because we're not in the tropics, but a couple of years ago the weather service began using the term 'hurricane force winds', though rarely in the summer. In fact, summer winds in Alaska are generally very light — too light, in fact. I miss San Francisco Bay sailing.

Yes, it's cold and mostly dark during the winter up here, but winter only lasts about five months. I leave 'town' — meaning Valdez, population 4,500, in northeast Prince William Sound — about the end of March to start cruising and don't return until mid-November. Although if you do stretch the season as I like to do, you need to be prepared for anything in terms of extreme weather.

You also need to like the snow to be in Alaska. Those who aren't familiar with the stuff may not realize that it's better

than rain. Valdez get about 300 inches of snow a year — which if piled up all at once would be higher than the top of my mast. In fact, we're #1 when it comes to snowfall in the United States, and the town in New York that is #2 doesn't even come close. Coastal Alaska is much warmer than the interior, with



PAUL MAY

Paul is a hardy soul, though, and claims Alaska is the grandest spot on earth.

average daytime temps in the winter being 20 to 30 degrees — which is just right for playing in the white stuff. Snow on the deck is also great insulation.

I spent 20 years splitting my time between sailing the Bay

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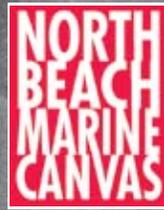
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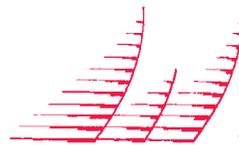
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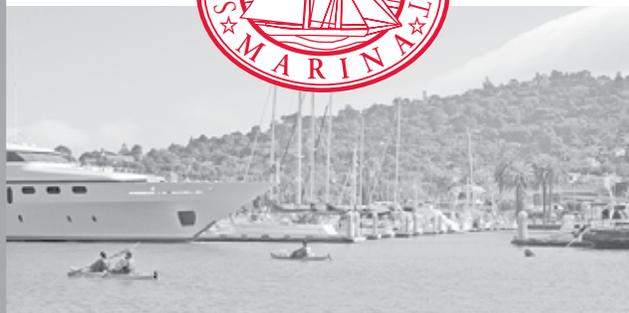
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LETTERS

and climbing the Sierra before sailing out the Gate for the last time in the fall of '90. I cruised the Hawaiian Islands for six months, then sailed for Kodiak on May 1, '91. It was a 25-day upwind sail. Climbing mountains is much more convenient for me here in Alaska, as the mountains are only a short paddle away. And when I'm done, I paddle back to my floating home rather than a tent.

I've been to Mexico. In fact, I purchased my new *Accomplice*, which is a Vancouver 32 pilothouse that I found in *Latitude's Classy Classifieds*, in Mazatlan. I spent two months preparing the boat when I bought her in '06, but Mazatlan was just too hot for me. After all, it was over 70 degrees every day. So I sailed her 4,400 miles — without motoring — to Port Townsend. After continuing the refit, I sailed the rest of the way home to Valdez. All of this was done solo, as my mate has her own sailboat. Can't have two captains on just one boat, can you? In fact, she's the woman seen shoveling the snow in the photo. It can't get any better than that.

Paul May

Accomplice, Vancouver 32
Valdez, Prince William Sound, Alaska

↑↓ **MAI TAI'S LOSS WAS INDEED PREVENTABLE**

I read with incredulity the story of the loss of *Mai Tai*, John Gardner's Catalina 27, at the entrance to Channel Islands Harbor on the evening of November 20. Most unbelievable to me was that a skipper would publish a tale of such folly for the world to read.

The statement that *Mai Tai* would still be sailing if the Harbormaster's office at Santa Barbara hadn't turned him away in the face of a weather threat belies an inexperience and an evident immaturity on the part of the skipper that is totally incompatible with good seamanship and ocean sailing. He is lucky they got ashore. Indeed, *Mai Tai's* loss was preventable had Mr. Gardner had simply re-entered Santa Barbara Harbor and worked something out with the Harbormaster's office — something the woman at the counter had suggested.

Indeed, *Mai Tai's* loss was also preventable had Mr. Gardner prepared himself and his crew to enter an unfamiliar harbor at night with following winds and seas. Mr. Gardner stated that due to rough conditions, "We were too busy to really look closely at the charts." Too busy? By the way, weather buoy #46053, which is 12 miles southwest of Santa Barbara, recorded evening wind waves of 3.3 feet at 4 seconds, a dominant wave height near 4 feet at 12 seconds, and wind speed at 13.6 knots from the west at 7:50 p.m. on the night in question. Sure, these probably weren't fun conditions on a 56-degree night, but neither were they excessively rough.

In fact, *Mai Tai's* loss was preventable had Mr. Gardner simply tried to fire up his engine well before entering the breakwater area. He would have then discovered that he had no back-up plan if he encountered trouble when sailing downwind into the entrance. Moreover, experience and caution would have demanded that his engine be run periodically in transit to ensure that the starting battery had an adequate charge when he needed to start the engine at the harbor entrance.

Had Mr. Gardner known that he couldn't start his engine, perhaps this would have occasioned a closer look at his chart, at which point he would have discovered the location of the shoal buoys, and the need to favor the breakwater side of the channel. He might have even considered alternatives, such as requesting a tow into the harbor. (Did he have a VHF, and did it work?)

Indeed, *Mai Tai's* loss was preventable in multiple ways, each directly under the control of its skipper. Of course, I

Key West Race Week
 IRC 1... 1, 2
 Farr 40... 1, 3
 Melges 32... 1, 2
 IRC 2... 1, 3
 Melges 24... 1, 2*
 J/105... 1*, 2, 3*
 J/80... 1*, 2, 3
 PHRF 1... 1, 2
 PHRF 2... 3rd
 PHRF 3... 3rd

Miami Grand Prix
 IRC... 1, 2, 3
 Farr 40... 1, 2, 3
 Melges 32... 1, 2, 3

Farr 40 NAs ...1, 2, 3

Milwaukee Bay Boat of the Year
 Section 1... 1, 2, 3*
 Section 2... 1, 2
 Section 3... 2, 3
 Tartan 10... 2, 3

Chicago Verve Cup
 Farr 40... 1st
 GL 70... 1, 3*
 PHRF 1... 2, 3
 PHRF 2... 2nd*
 PHRF 3... 2nd
 PHRF 4... 2nd
 PHRF 5... 1, 2, 3
 PHRF 6... 1st
 PHRF 7... 1, 2, 3
 Beneteau 36.7... 2nd
 Beneteau 40.7... 2nd
 J/105... 2nd
 J/109... 2nd

Melges 32 Worlds ...1, 2, 3

Boat of the Year (PIP)
 Beneteau 40.7... 1st
 Beneteau 36.7... 1, 3
 PHRF 3... 1st
 PHRF 2... 2nd
 PHRF 1... 1*, 2

Boat of the Year (BOUY)
 Beneteau 40.7... 1, 2
 Beneteau 36.7... 1, 3*
 PHRF 3... 1st
 PHRF 2... 1st
 PHRF 1... 1*, 2
 Tartan 10... 2*, 3

Boat of the Year (Overall)
 Tartan 10... 2, 3
 PHRF... 2, 3

Int'l 8 Metre World Cup
 Moderns... 1, 2
 Classics... 1, 2

West Coast Farr 40 Champs...1, 2

Eggemoggin Reach
 Class B... 1st

Rolex Maxi Regatta ...2nd

NYYC Leukemia Cup
 PHRF E... 1st

Chicago NOOD
 Beneteau 40.7... 1, 3*
 GL 36... 1st
 Farr 40... 1, 3
 T/10... 1, 2
 Level 35... 1, 3
 PHRF 1... 2, 3
 PHRF 2... 2, 3
 PHRF 3... 1st
 PHRF 4... 1, 2, 3

NYAC Annual Regatta
 Swan 42... 1st
 IRC 1... 1, 2, 3
 IRC 2... 1, 2
 IRC 6... 2nd
 J/105... 3rd
 CRF 1... 1, 2

Canada's Cup
 Farr 40... 1, 2

2010 PHRF NE Champs
 Class 1R... 1st
 Class 2R... 2nd
 Class 3R... 1st

Bermuda Race
 Overall in Fleet... 1st
 St. David's Class 3 ORR... 1st
 St. David's Class 13 ORR... 1st
 St. David's Class 3 IRC... 1st
 St. David's Class 2 IRC... 3rd
 St. David's Class 8 IRC... 3rd

GLSS 2010 Chicago-Mackinac Is. Solo
 Michigan Division... 1, 3
 Superior Division... 1st
 Green Bay Division... 1st

Racine Hook Race
 PHRF 1... 1, 2, 3*
 PHRF 3... 1*, 3
 PHRF 4... 1, 2*

M & M YC "100-Miller"
 Div. 1 Overall... 1, 2, 3
 Div. 1, Section 1... 1, 2, 3
 Div. 1, Section 2... 1*, 2, 3
 Div. 2, Section 1... 1*, 2

Newport-Cabo Race
 ORR 'D'... 3rd

San Diego-Oceanside
 PHRF 3... 1st

San Diego-Puerto Vallarta
 Div 1... 1st
 Div 3... 3rd

Chicago YAC Race to Mackinac
 Mackinac Cup... 1, 2*
 Chicago-Mackinac Trophy... 1, 2
 Double Handed Division... 1, 2*, 3
 Turbo... 1, 2
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 Tartan 10... 1, 2
 Multihull 1... 1, 2, 3
 Section 2... 1, 2, 3
 Section 3... 1st
 Section 4... 1st*
 Section 5... 1, 2, 3
 Section 6... 2, 3

Flying Scot Yachting - Championship Div ... 1st
 -Challenger Div ... 1st
 Ensign Nationals ... 1, 2
 Interclub Nationals ... 1st
 Interclub Mids ... 1st
 Interlake Nationals ... 1st
 J105 Annapolis NOOD ... 1st
 J105 Key West RW ... 1st
 J105 SCYA Mids ... 1st
 J22 NAs ... 1st
 J22 Midwinters ... 1st
 J22 Annapolis NOOD ... 1st
 J24 Nationals ... 1st
 J24 NAs ... 1st
 J24 Midwinters ... 1st
 J24 Annapolis Nood ... 1st
 J80 Europeans ... 1st
 J80 Ahmanson Cup ... 1st
 J80 Key West RW ... 1st
 Lightning NAs ... 1st
 Lightning Southern Circuit: Miami ... 1st
 Lightning Southern Circuit: Savannah ... 1st
 Sharp Hospice Regatta ... 1st
 Flying Tiger... 1st
 San Diego NOOD ... 2nd
 Beneteau 36.7... 2nd
 2010 Frostbite Regatta ... 1st
 Cal 20 Fleet... 1, 2, 3
 Cruising Fleet... 1st
 J-24 Fleet... 1st
 Martin 24 Fleet... 1, 2
 Merit 25 Fleet... 1, 3
 PHRF Sport Boat Fleet... 1st
 PHRF A-Fleet... 1, 2
 PHRF A Fleet... 1, 2
 PHRF B Fleet... 1, 3
 Martin 24 Fleet... 1st
 Cal 20 Fleet... 1st
 PYC Fall Regatta ... 1st
 Cal 20 Fleet... 1, 2, 3
 Martin 24 Fleet... 1st
 PHRF A Fleet... 1, 3
 PHRF B Fleet... 3rd
 Rose Festival Regatta ... 1st
 Cal 20 Fleet... 1, 2, 3
 J-24 Fleet... 1, 2
 Martin 24 Fleet... 1st
 Division A... 1, 2, 3
 Oregon Offshore ... 1st
 Class A... 1, 2
 Class C... 2nd
 Class D... 1, 2
 Cruising Class... 1st
 NYC Fall Regatta ... 2nd
 Crusier... 2nd
 J 105... 2nd
 Div A1... 2, 3
 Div A2... 1st
 Div A3... 1, 3
 Non Spinnaker... 1st
 Buccaneer Nation Champs... 1st
 C Snow National C Snow Tans Up Regatta... 1st
 Coronado's Americans Daysailer N E Snow ILYA ... 1st
 E Snow E ... 1st
 E Snow Michig ... 1st
 Etche ... 1st
 Etc ... 1st
 E ... 1st

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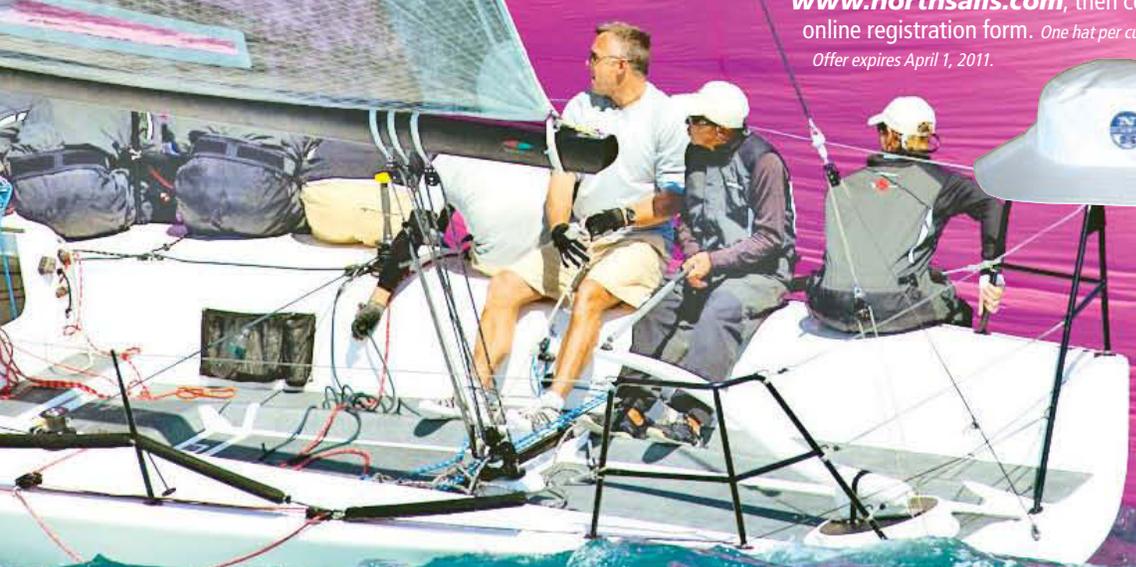
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 Section 4... 1st*
 Section 5... 1, 2, 3
 Section 6... 2, 3

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LETTERS

empathize with Mr. Gardner on the loss of his yacht, but in the end, the only culprit was 'operator error'.

Ray Wilson
King's Gambit, Bavaria 38E
Long Beach

↑↓ CORRUPTION ISN'T RAMPANT IN MEXICO

We had a problem with corruption only once during our two years of cruising in Mexico. When we arrived in Cabo with the '01 Ha-Ha, the Immigration Officer sent us to the bank to not only pay our fee, but to get 100 pesos for him to process our paperwork. The 100 pesos, about \$8 U.S., went straight into his pocket.

Mary Lou Oliver
Cappuccino, Ericson 38
San Ramon

Mary — That's not an uncommon scam. Veteran cruisers know that if you always insist on getting a receipt from an official, the fee is almost always waived.

The ironic thing is that Americans visiting Mexico for the first time are often, out of ignorance, complicit in the perpetuation of mordita. When stopped by an officer for some driving infraction, you will be told that you need to give the officer your driver's license to insure that you'll show up at the police station the next day to pay your fine. This is the normal process. Yet some Americans are so ignorant and fearful, they try to give the officer \$20. If he won't take that, they offer \$50. And if they don't take that, they insist on him taking \$100, just so he won't take their license. Give him the license, go to the police station the next day, pay your \$10, and get your license back.

↑↓ COASTIE BOARDINGS AT THE DOCK

I used to sail out of Coyote Point in the South Bay, but am now out of Cabrillo Beach in Southern California. I have a question about Coast Guard boardings. I'm aware that there is no constitutional protection from your boat's being boarded by the Coast Guard while afloat, but what if your vessel is in her slip? Is it then considered to be private property?

Dan Borders
Rancho Palos Verdes

Dan — To review the entire issue, boats do not have the Fourth Amendment protection against illegal search and seizure as a result of United States Code, Title 14, § 89. That code states, "The Coast Guard may make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction, for the prevention, detection, and suppression of violations of laws of the United States. For such purposes, commissioned, warrant, and petty officers may at any time go on board any vessel subject to the jurisdiction, or to the operation of any law, of the United States, address inquiries to those on board, examine the ship's documents and papers, and examine, inspect, and search the vessel and use all necessary force to compel compliance."

So to answer two frequently asked questions, it's correct that boats don't have the Fourth Amendment protections enjoyed by things like houses and cars, and yes, the U.S. Coast Guard can board U.S.-registered boats anywhere on the high seas — which includes the middle of the Indian Ocean, the deep South Pacific, the Arctic Sea — not just in U.S. territorial waters. They can also board foreign-flagged vessels anywhere on the high seas that they believe are bound for the United States, but that's quite a different issue.

As for whether the Coast Guard can board your vessel while

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— Meghan Cleary and Prescott Harvey,
Velega, Westwind 35 (Young Sun35)

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LETTERS

she's in her slip, the Coast Guard's LTJG Jeremy Pichette tells us: "When determining whether the Coast Guard has the legal jurisdiction to conduct operations, three elements must exist: 1) Substantive law, 2) Vessel status/flag, and 3) Location. Each element can be broken down as such: Substantive law can include an array of U.S. laws but most often the Coast Guard is enforcing drug, fisheries, environmental/pollution, and coastal security laws among many others. For vessel status/flag, as it relates to your reader's letter, if it's a U.S.-flagged vessel, this element is met. And lastly, location — assuming your reader moors his vessel or is under way within internal waters, territorial sea, international waters, or foreign territorial seas given authorization from that coastal state, this element is met. In short, as long as all three elements listed above are met, the Coast Guard has the jurisdiction to board that vessel while underway or moored."

By the way, we hope your boat is "afloat," too.

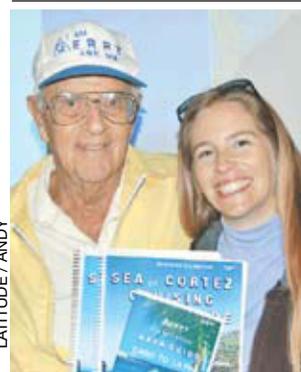
↑↓ MALICKA IS FOR SALE

I saw a For Sale sign posted on the late Gerry Cunningham's Ranger 30 *Malicka* at Marina Seca down here in Mexico. It's the boat he used to chart the Sea of Cortez for his various cruising guides. I know there are other cruising books that might be more current, but Cunningham's guides are still the classics, and hold lots of memories of a bygone era for us older cruisers. Back in the day, we depended on his guides to find the anchorages he so meticulously sketched.

Anyway, *Malicka* is for sale for just \$500. Someone should purchase her and use her as the basis for a museum, to which other artifacts from cruising the Sea in the '80s and '90s could be added, before they all succumb to ravages of time.

Jim Barden
Ann Marie, Morgan 28
Las Cadenas, Sonora, Mexico

Jim — Gerry's boat was actually a Rawson 30 named *Birinci Mevki* — Turkish for 'First Class'. He bought the bare hull, then designed and built the rest of the boat himself. Gerry's granddaughter, Heather Cunningham, noted that, after Gerry's passing



LATITUDE / ANDY

Gerry's granddaughter Heather still supplies Gerry's guides.

a few months ago, one possibility that was considered was to sink *Birinci Mevki* to create an artificial reef for divers. They even cleaned everything that could be a hazard off the boat so it could be used for that purpose.

Gerry lived a long and satisfying life, and was a smiling fixture at all the various boat shows and crew list parties. He cruised the Sea of Cortez for over 50 years, and to our knowledge created the first accurate navigation charts and cruising guide to that area. Gerry was proud to have personally visited every anchorage in his guides with *Birinci Mevki*, and there are over 250 of them. Cunningham constantly updated his guides, and there are currently three volumes available but now only in electronic form (PDF and CD). The guides cover 630 miles of the Sea of Cortez shore along with 125 GPS positions. Though the website is no longer active, cruisers can still order Gerry's guides by contacting Heather at (408) 568-4352.

As for a museum dedicated to cruising the Sea of Cortez in the '80s and '90s, we frankly don't think there is that much

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LETTERS

interest. Besides, there are still a lot of us museum pieces, both two-legged and keeled versions, still around today.

↑↓ **FOND MEMORIES OF PASAQUINOS**

I just read David Kory's November issue letter about strange foods he and others have eaten. This was something of a blast from the past for us, as we lived in Bissau for a time. The little birds Kory was served are actually a Portuguese import — Bissau was Portuguese Guinea until '74 — called *pasaquinos*. While there, we crunched through piles of the little buggers, often along with rock oysters, another fine dish.

For the record, the country is now called Guinea-Bissau, with a population of just under half a million, and Bissau is the capital. Guinea is the next country down from Guinea-Bissau on the Gulf of Guinea, with Conarky being the capital. Lusafone Africa took a real pounding when the Portuguese folded up their tents in '75 and left. The living conditions in Guinea-Bassau are fairly tough, but the people are friendly and generous.

We have lived in all the Portuguese ex-colonies in Africa, and were married in Praia, Cape Verde Islands. If I remember correctly, the Cape Verdes were under the jurisdiction of Guinea-Bissau at the time.

Thank you, *Latitude*, for a good read every month. By the way, we now qualify as members of the 'Over 30 Club'. As of this month, we will have owned our Polaris 30 *African Rover*, since new, for 30 years.

Barbara & Jon Sand
African Rover, Polaris 43
Alameda

Barbara and Jon — Thanks for the kind words, and for becoming members of the Over 30 Club. We thought we had a pretty good handle on countries of the world that border an ocean, but most of the west coast of Africa is a mystery to us.

↑↓ **JOIN THE CLUB, THEN ANOTHER, THEN ANOTHER**

I've been reading *Latitude's* comments about yacht clubs with interest. I have been sailing for over 30 years, and have spent eight of those years as a member of three different yacht clubs. Each of the clubs had a different focus, and, as my interest in sailing changed over the years, it was appropriate for me to change clubs as well.

What I realize now, as a result of reflecting back on your comments, is that the times that I have been connected to a yacht club have been the most enjoyable years of my sailing career. So I would encourage *Latitude* readers who have never been affiliated with a yacht club, or are not currently in one, to give it a try. And if they're in a club that's not fitting their needs, or if they're losing interest, they should look around for one that more closely matches their current boating interests.

My experience has been that yacht club members are usually very friendly, you share the same hobby that makes them genuinely interested in yours, and they want to hear about your stories and adventures. They can also be a wonderful resource for sailing/boating information and maintenance tips, possible crew members to lend you a hand, or just to enjoy a day on the water with like-minded folks. Most of these clubs are simply about having fun.

There's not much downside to joining a club, and if you're like me, you could find a whole new set of really wonderful friends, and a new focus for fun and adventure in your life.

Phil Helman
Wind Dancer, Hunter 46
Oakland YC



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Jul 22 - Aug 9, 2011**

This trip usually covers every point of sail. The first few days are often upwind in a stiff breeze. As you travel further north, the conditions vary from a nice reach to the calms of the Pacific High. Picking the breeze up again, the sailing is usually off the wind with the grand finale of sailing under the Golden Gate Bridge.

**Transpac 2011
Jul 4 - Jul 19, 2011**

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**San Francisco – Newport Beach
Aug 12 - 19, 2011**

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LETTERS

Phil — We're glad you enjoyed our December Sightings article on yacht clubs offering specials for new members. For the record, we belong to one yacht club in California and another in the Caribbean, and five years ago we started a third in Mexico. And through races, various events, and reciprocal privileges, we enjoy visiting a lot of other yacht clubs over the course of a year, from the likes of the mighty and prestigious St. Francis YC, to the humble but happy American Legion YC in Newport Beach.

Yacht clubs as are different as can be, from snooty to ultra casual. And they have very different orientations, from sailboat racing to powerboating to fishing to equal combinations of all three. And yes, there are also clubs that primarily exist as inexpensive places for their members to get smashed.

As you point out, yacht clubs are very different, so you want to pick carefully. Fortunately, people can call any club and ask about membership and a tour. Most clubs would be thrilled at the expression of interest. We also agree that as one's interests change, one might be better served by a different club.

↑↓ "PERKINS IS 'GREENWASHING' YOU"

I think *Latitude* should have been a little more critical of Tom Perkins' claim that his charter passage aboard the 289-ft *Maltese Falcon*, which he had built for himself, from Gibraltar to St. Barth was "totally 'green'." As the editors of *Latitude* have pointed out in the past, *Maltese Falcon* is an amazing piece of technology and a fine-looking vessel. When she was berthed near Pier 39, I rode down to gawk and daydream a bit. But she's also an amazing example of personal excess.

While Perkins is entitled to spend his money however he desires, his wealth should not exempt him from being held accountable for the accuracy of his statements. When you take something that is clearly bad for the environment, but try to disguise it as being eco-friendly, the popular term is 'greenwashing'. It's like those people who build a 9,000-sq ft



PETER LYONS / WWW.LYONSIMAGING.COM

Some people question whether boats such as 'Maltese Falcon' could ever go green.

vacation home, throw some solar panels on the top, put a Prius in the driveway, and say it's all 'green'. There are some interesting comparisons between Perkins' trip and some of those made by other contributors to that same December issue of *Latitude*. Bob Smith, for example, who twice sailed his 45-ft cat 2,500 miles from Puerto Vallarta to Vancouver without motoring. He can label himself 'green' all he wants. Then there was Lee Johnson, who reported that his 28-ft S2 burns 0.35 gallons of fuel per hour when motoring. All things considered, that's pretty 'green'. *Falcon* burned nearly 3,000 gallons of fuel on a 16-day passage to run just the generators, which means that Johnson could have motored his boat around the planet twice on the same amount of fuel.

Peter Connor
Hana Ho, Catalina 30
San Francisco

Peter — The way we see things, most of us in the First World are wastrels. For example, based on personal behavior and



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LETTERS

government policy, you'd think that we in the United States had at long last achieved energy independence. After all, despite the fact that for 30 years Volkswagen has offered reliable and comfortable passenger cars that get 55 miles to the gallons, the average MPG for cars in the U.S. is still about half that. Yet wait until you hear all the pissing and moaning when gas reaches \$4.50/gallon again. Or take water. According to the American Water Works Association Research Foundation, the average per capita daily water use in the United States is 171.8 gallons, 60 of it being indoors, almost two-thirds of it being outdoors. Ridiculous. Proportionally, how much would each of us have to save in order for the water shortage in the Central Valley not to have claimed so much farmland and so many agricultural jobs?

Of course, there is wasting and there is wasting of Biblical proportions. The day after we received your letter, we received an email from Tom Perkins, so we'll let him defend his claim.

↑↓ GREENER THAN YOU ARE, DUDE

It was interesting for me to read the responses to my 'green passage' on *Maltese Falcon* — 3,900 miles without using the engines, just the generators.



LATITUDE / RICHARD

Tom Perkins, with Doña, at the helm of his old boat.

Some readers thought that the generators' consumption of 11,000 liters of fuel for the passage was too much, even though there was zero use of the main engines. According to Gerry Dijkstra, *Falcon's* designer, the average eco-point consumption for a U.S. citizen is 2,000 per year. For a crew of 20 people on *Falcon's* 16-day passage, the eco-point consumption was 1,800. If these 20 people had just been sitting around at home, their eco point consumption would have been 1,818. That makes life when sailing aboard the

289-ft yacht 'greener' than passive existence ashore — and one hell of a lot more fun.

Tom Perkins, former owner and recent charterer of *Maltese Falcon*, 289-ft Dyna-Rig Belvedere

↑↓ WANTED: BILLIE 'BONES'

I am trying to link up with Billie 'Bones' Pringle, whom I used to know from my sailing days in the Caribbean. I see you had a post from him in '09, and wonder if you've heard from him since, or if you have an email address for him.

Erica Breslau
doctorbres@hotmail.com

Erica — As a rule, we don't honor requests such as yours for two reasons: 1) We don't have the space, and 2) for all we know, you're working for *The Man*, and Billie 'Bones' is on the lam. We're making an exception because Billie 'Bones' is such a cool name and names like that belong in print more often. By our printing your email address, he can get in touch with you if he so chooses.

Anybody else out there know of any other great sailing names that ought to find their way into print?

↑↓ ALL THE GEAR, ALL THE TIME

What the hell is the publisher of *Latitude* thinking? I'm referring to the part of his January 10 *Lectronic Latitude* item in which he wrote: "Riding our little Honda dirt bike, which

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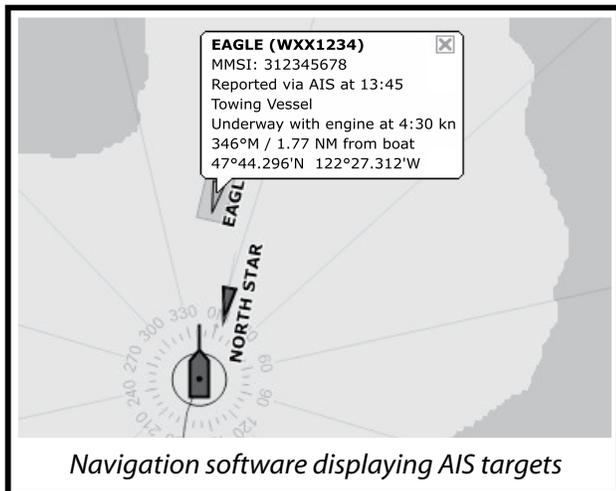
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LETTERS

hasn't been registered in years, but which doesn't seem to bother any of the police in Mexico, on the warm jungle roads at 9 a.m. in shorts, a T-shirt, and flip-flops was, as you might imagine, lovely."

By his own admission, the publisher had seen the aftermath of a motorcycle accident that very morning, one that I'm



LATITUDE / DONA DE MALLORCA

The Wanderer, with his Senda 125, in the French West Indies countryside, making a run to patisseries.

sure could have been much worse. Riding around in shorts and flip-flops is insanity, and I speak from the experience of 35 years of riding motorcycles. I once severed my Achilles tendon because I was not wearing proper foot wear and had a wreck. Twenty years later, I hit a buzzard with my helmet while going 40 mph just south of Acapulco. Without the helmet, at the very least I would have probably lost teeth and broken my nose.

I've been a reader of *Latitude* from the first issue in '77, and cannot remember thinking your ideas were off too many times. Well, the idea of getting a flying dinghy was a bad idea, but you had enough sense to give that one up. Riding in flip-flops is a huge mistake. We experienced riders have an acronym A.T.G.A.T.T., which stands for All the Gear, All the Time. Do your loyal readers a favor and be more careful. A least wear a helmet and sturdy footwear.

Jeff Coult
Arctic Traveller, Defever 49
Juneau, Alaska

Jeff— We apologize for not making ourselves more clear, for we always wear a helmet and carbon-fiber reinforced gloves. After all, if we can't think or type, we're even more worthless than normal.

We didn't ride motorcycles from the time our children were born until we turned 60 because we believed it was irresponsible. Having provided for our kids, we figure that the rest of our life is largely ours. We also figure that all of life — sailing included — is a

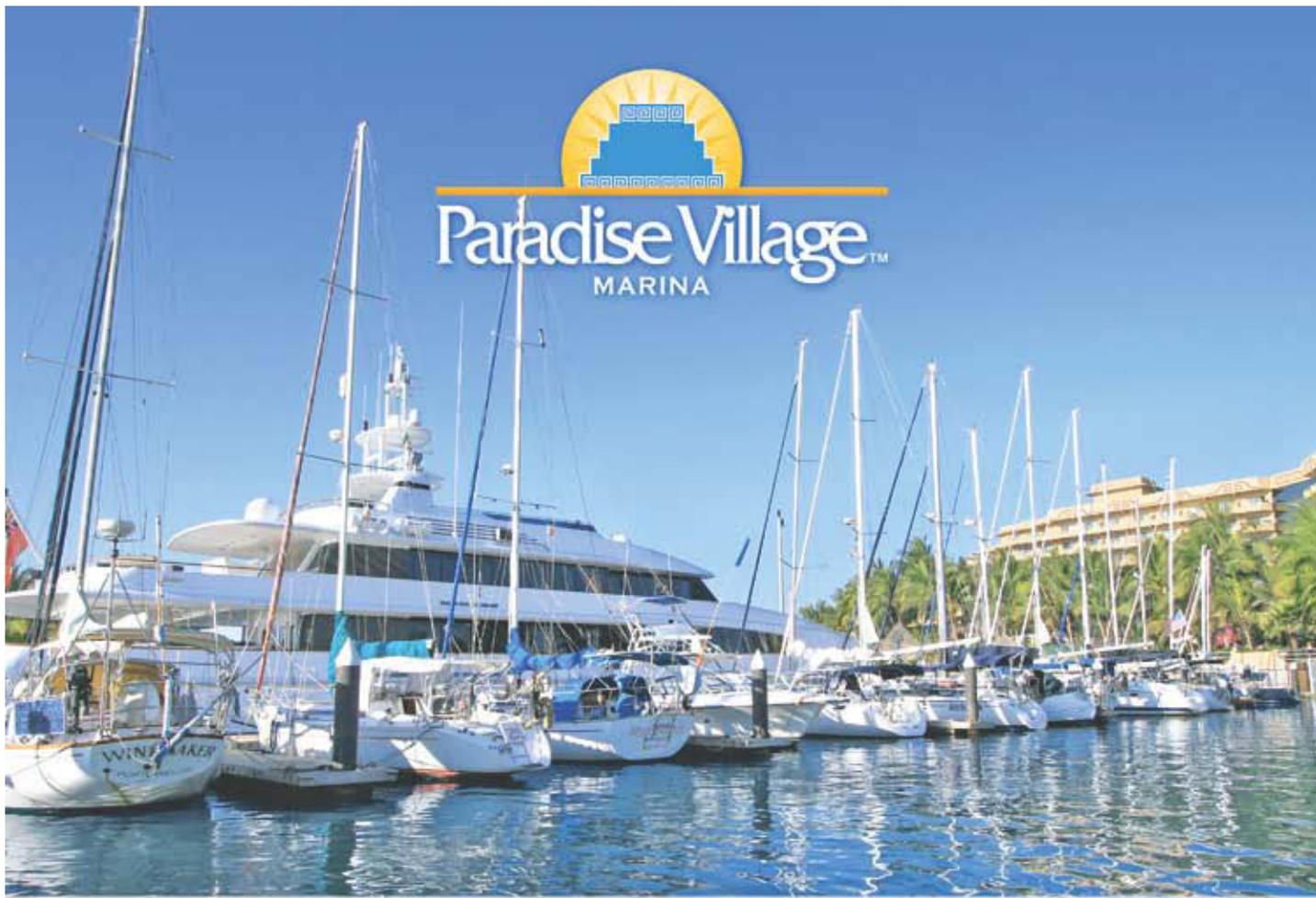


Maybe we'll trade in our little dirt bike for a flying dinghy. What a great way to get aerial shots of your boat!

calculated risk. So after a morning swim off the back of 'ti Profligate in St. Barth, we think there's no better way to start the day than hopping on our Senda 125 CC and taking the back and mountain roads to the patisserie with all the cute French girls in Lorient. And after a morning swim in Punta Mita, we like to ride our little Honda along the jungle-shrouded road to Sayulita for coffee and treats. It's not as safe as staying in our bunk in our boat, but we understand the risk/reward and accept it. And we'll try to be as careful as we can.



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We hate to say it, but we've kind of been getting interested in those flying dinghies again. Think of the great photos of anchorages and boats we could take. And thanks for caring.

WATCH THOSE WHO WATCH YOUR BOAT

The Wanderer was wise not to recommend Joe Blow (fictitious name) to be crew on my boat after the Ha-Ha. When I returned to my boat, which I had left in his care at Puertos Los Cabos, I found the following:

- 1) Both holding tanks overflowing into the bilge.
- 2) The Zodiac inflatable missing.
- 3) A substantial amount of cash taken.
- 4) Expensive turning blocks missing.
- 5) Tools missing.
- 6) Empty beer bottles stuffed into the cabinets.

As a result, I reported this fellow to the Mexican Police — to whom I had to pay a \$50 bribe to make a report. I also reported him to the San Diego Harbor Police, as I believe he has a boat there. And I reported it to my insurance company.

P.S. The Harbormaster also told me that my boat had been taken out sailing twice!

Name Being Withheld By Latitude Northern California

N.B.W.B.L. — We're very sorry about your loss, but we don't feel comfortable publicizing any names because we have no way of knowing the other side of the story. And there is almost always some other side of the story.

The lesson to be learned is that if you have an expensive boat, you need to carefully vet those in whose care you leave her. And no matter who you get to watch over her, it's prudent to ask someone — a berth neighbor or maybe even the harbormaster — to keep an additional eye on things.

Two other observations. If you had to pay \$50 to get a police report, you must have been in a big hurry. If you'd returned a day or two later, and looked to have all the time in the world, we suspect you could have gotten the police report for a fraction of the cost. And what's the point of reporting the incident to the San Diego Harbor Police? What kind of action do you think they can take based on alleged crimes that took place 800 miles away in a foreign country?

Try to look on the bright side. It didn't cost you that much, and you're much wiser.

WHAT A DRAG

We're off to pick up our Jeanneau 45 *Utopia* in Puerto Rico. This may be our last season in the Caribbean, as we're going to try to sell our boat.

I started sailing the Caribbean in '76 with the first *Utopia*, a Morgan Out-Island 36. So I have put in my time down there. This brings me to Bob Dylan's traditional Bequia schooner *Water Pearl*, which I hadn't realized was no more. I first met her captain in the late '70s, right after she was built, I believe as a mail boat and/or light freighter. In '84, I was a co-captain of the Antigua-based Ocean 60 *Ocean Mistral*. We'd picked up a charter group from Mammoth Mountain, and anchored next to *Water Pearl* at Deshaies, Guadeloupe. We had a tough time getting our CQR to hold, but finally felt we were in for the night.

We all went to bed except for one young lady who wasn't tired. She stayed up, often looking over at *Water Pearl*. Around 2 a.m. I sensed there was a strange boat motion. I got up, looked out, and sure enough, *Water Pearl* was right next to us. But something was strange, as I looked around and noticed that I couldn't see any land! I realized that both our boats

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LETTERS

had dragged out to sea. When I asked the young lady why she didn't call me, she said, "Water Pearl was always in the same place, so I never noticed that we were going anywhere."

By the way, I want to join *Latitude's* Missing Digit Club. I lost part of my right index finger in a snow blower accident in '72 when I lived at Mammoth Mountain.

John Tindle
Utopia, Jeanneau 45
Hermosa Beach

John — *The Ocean 60s, Deshaies, boats dragging in the night . . . just those few words bring up countless memories of adventures in the Caribbean. If we're not mistaken, a number of schooners were built on the beach at Bequia, mostly as light trading vessels, but Water Pearl was built specifically for Dylan. But hey, our recollections may have been clouded by the passing of the years and the sipping of Mt. Gay and tonics. If this is indeed your last season in the Caribbean, we hope it's your best.*

↑↓ **GREEN FLASHES ARE COMMON**

I saw the comment in *Loose Lips* in the January issue on Jean Socrates' observation of a green flash.

Contrary to popular notion, they are not uncommon. We see them several times a year, only because we make it a point to look for them on clear days with a sharp horizon (land, sea or sharp-edged clouds), sunset and sunrise.

The coolest one, by far, was sunrise from a cruise ship off



PAUL KAMEN

Keep a sharp eye out on clear days and you might see green flashes more often.

the Sonoma coast on a crystal clear fall morning. I just happened to be looking at the spot where a brilliant but momentary blue flash appeared on the crest of the Sonoma hills, immediately transforming to a bright green flash of a couple of seconds. Even though

I enthusiastically brought it to the attention of my breakfast companions, it was over by the time they turned to look.

I found a great video of a very typical green flash — see it at www.atoptics.co.uk/atoptics/gfvid1.htm. Not only is it out the Golden Gate, a sailboat crosses in front just before it flashes.

Chris Northcutt
San Francisco

↑↓ **THINGS MIGHT NOT BE WHAT THEY SEEM**

I don't know exactly how to put this, but there was a report in *Latitude* during the last year about a "pirate attack" on a boat in Central America that perhaps — I'll be the first to admit that I myself don't know for sure — didn't tell the entire story. But the result of the story was that many cruisers became reluctant to visit the area and/or country.

But if reports to various cruising websites, as well as conversations I've had with what I consider to be reliable cruisers, are true, the robbery was far more a planned and perhaps understandable payback than an unprovoked pirate attack. I do know that many cruisers had been repeatedly disgusted by the behavior of the victim(s) toward what might be called 'eligible' or 'desirable' local women. The fact that the victim(s)

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LETTERS

have been so low-key since the attack would suggest that perhaps there is some credence to this explanation.

Latitude might want to do a more thorough investigation.

I Must Remain Anonymous
Central America

I.M.R.A. — *Latitude would love nothing more to do such an investigation, but we don't have a fraction of the resources that would be required. As such, we have to rely on the courage of cruisers to speak up.*

↑↓TMI

So I was messing around with my computer, and asked Google to notify me when something new related to 'Olson 30' came. I got the following:

"Robert Paul Olson, 30, of Orlando, was arrested by Lake County deputies after making arrangements to have sex with a 14-year-old girl . . ."

I'm sure as hell glad that Robert Olson was arrested, and that, unlike in Japan and Italy, 14 isn't the legal age of consent in the United States. Nonetheless, that's not exactly the kind of 'Olson 30' information that I'd been seeking.

Jeffrey Moore
Santa Cruz

↑↓RUSSIAN SHIPS WON'T BE SOMALI TARGETS

I just watched a video at <http://true-turtle.livejournal.com/85315.html> that shows commandos from the Russian Navy aboard a Somalian pirate ship shortly after the pirates from that ship had captured a Russian oil tanker.

After the Russian Navy commandos freed their compatriots and the tanker, they took the Somali pirates back to their pirate ship, and found many weapons and explosives.

All the commentary in the video is in Russian, so I couldn't understand it. The single exception was when a Somali pirate, who had been shot in the ass and was bleeding, claimed it was a fishing boat. Having discovered all the automatic weapons and explosives on the fishing boat, the Russian responded,

"Why do you lie to me, this isn't any fishing boat."

The Russians departed the pirate ship, apparently leaving the 30 or so Somali crew handcuffed to their ship. Then the Russians blew the ship up with all the pirates on it.

While this video is certainly disturbing, and comments on YouTube say the 29 pirates were blown up with their boat, news reports from '09 indicate they were actually arrested.

The Russians eliminated the pirates and the pirate ship without the bother of lawyers or court proceedings by relying on the anti-piracy laws of the 18th and 19th centuries, which allowed the captain of the rescuing vessel to decide what to do with the pirates. Captains usually ordered the pirates to be hanged.

I would imagine that from now on, Russian ships will not be targets for Somali pirates.

Name Withheld By Request
Lafayette

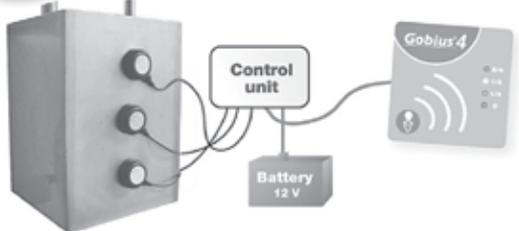
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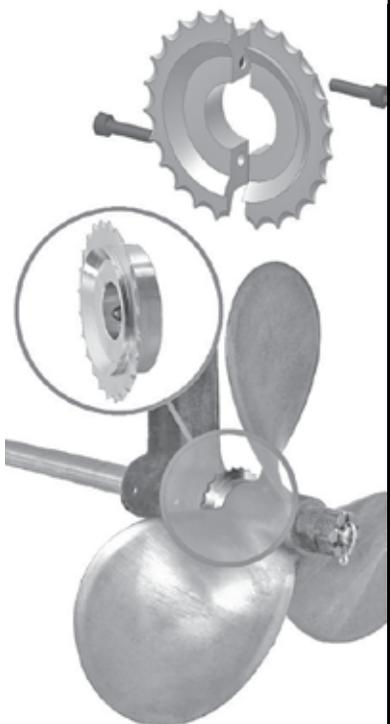


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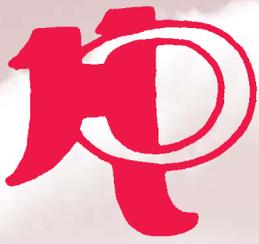
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LETTERS

N.W.B.R. — The jury seems to be out on whether capital punishment is a deterrent to crime, but there can be no doubt that zero is the recidivism rate for dead pirates. In reality, though, the pirates were actually arrested, not blown up. Of course, the Russians probably wouldn't mind if word to the contrary got back to their pirate pals. Then, if the United States and European Union members want to continue with their dainty and squeamish response to pirate threats and attacks, perhaps they could merely equip their merchant vessels with Russian flags and ride on the backs of the Russian bear.

For the record, the Combined Maritime Forces in the region report that pirates in ships made 160 attacks on vessels in '10, an increase of 15 over '09, and that pirates captured 53 ships, up from 51 the year before. The Somali pirates now hunt prey much further offshore instead of just in the Horn of Africa region.

↑↓ SEA DIAMOND OOZED ELEGANCE AND COMFORT

I loved the January 12 *Lectronic* story on Cita Litt's restored 90-ft Rhodes-designed *Sea Diamond*. Having grown up weekending on my parents' powerboat in Newport Beach and out at Catalina, particularly at White's, we used to see her often. I remember *Sea Diamond* as being the most beautiful boat that I'd ever seen, as she oozed elegance, seaworthiness and comfort.

At my very young age, *Sea Diamond* also infused me with an appreciation of motorsailers. To this day, I don't understand



LATITUDE / RICHARD

'Cita', with her dramatic bow. See page 94 for more on this beautiful yacht.

why they aren't more popular. I love racing, speed sailing, and sweet sailing boats, but the realist in me understands that we all have the iron gennies going more than we'd like to admit, and many of us have had all the sun we need. So why are boat designers

so resistant to drawing and developing motorsailers? Catamarans aside, are there really so few sailors who want to sail while in a warm and protected house/cockpit? That said, I would certainly enjoy 'working out on the open' on the foredeck of *Sea Diamond*.

I grew up on powerboats and 'progressed' to sail. Nonetheless, I could never understand the 'raggers vs stinkpot'



COURTESY GALE

Goose is a member of the Potter Yachters group, which sends in occasional — but always entertaining — reports on their escapades.

war. It all comes down to the fact that we all enjoy being on the water. Personally, I love 'soul sailing' the most, and cherish the moment the engine is turned off. Furthermore, I don't feel whole on a boat without a rig. To have several means of propulsion in my

quiver — be it a motor, sails, oars, paddles or electric — lends a sense of security whenever I'm on the water. And I appreciate the seamanship of those who know how to use what they

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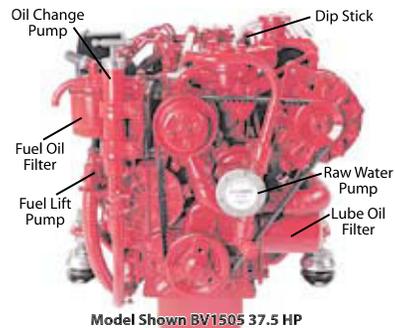
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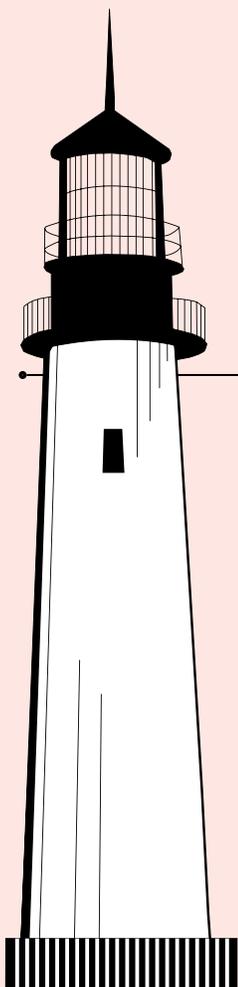
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LETTERS

have to be self-sufficient.

With the exception of a few beauties like *Sea Diamond*, and the undeniable success of the MacGregors — which do have a few positive attributes — nobody seems too interested in motorsailers. It's a shame.

My current sailboat is a highly modified '66 West Wight Potter 14, modified in the sense that she has twin rudders and her



GOOSE GOSSMAN

But he's moving on up to a Fisher 30.

Honda 15 will push her along at 8 to 10 knots. Nonetheless, we got 6th overall in last year's Cruiser's Challenge, which is an annual regatta off Monterey for trailer sailors. We also got 4th overall in last year's Delta Dinghy Ditch Race, during which time we averaged over 8 knots for several hours, despite having tweaked the mast and having to limp to the finish. When the wind and tides on the Bay make bashing to weather less than fun in a 14-footer, I simply turn the key for the outboard, dump the main, pop up the dodger, and continue on.

I recently rescued a Fisher 30 Pilothouse motorsailer which has been stranded for the last decade on a horse ranch. She looks a bit like *Sea Diamond's* little sister, and will provide comfy and warm viewing of the America's Cup on San Francisco Bay. I don't know why there aren't more of these kinds of boats around.

Jim 'Goose' Gossman
Gale, West Wight Potter 14
Eroica, Fisher 30 PH
Benicia

Jim — Sea Diamond really does ooze elegance, doesn't she? While there aren't a lot of motorsailers anywhere, there are more of them on the East Coast than the West Coast, and, we imagine, more in the drizzly Northwest than in California.

We agree with you that we don't feel 'whole' on a boat that doesn't have some kind of redundant propulsion system, preferably sail. The worst scenario of all would be to be on a larger single-engine motoryacht that loses power, because the crew is then helpless to take care of themselves. God, we'd hate that. Well, we suppose there could something worse, and that would be to be on a vessel that had both power and sail and lost the ability to power, whose crew felt incapable of sailing the boat to shelter. This happened with a Ha-Ha participant two years ago in mild conditions, and the ensuing calls for help from the ketch greatly disturbed Patsy Verhoeven as well as other members of the fleet.

Verhoeven, who has sailed the entire length of all her Ha-Ha's with her Portland- and La Paz-based Gulfstar 50 Talion, was so miffed by what she considered to be a lack of seamanship that she took it upon herself and her crew to make special provisions for the most recent Ha-Ha. "If anyone got on the radio and asked for a tow to the next port, we were going to track them down, put some of my crew on their boat, and have my crew teach them how to sail their darn boat," she said. "We weren't going to do this to humiliate them or show off, but rather to teach them how to be more self-sufficient, and therefore less of a danger to themselves and others while on the water."

We look forward
to seeing you!

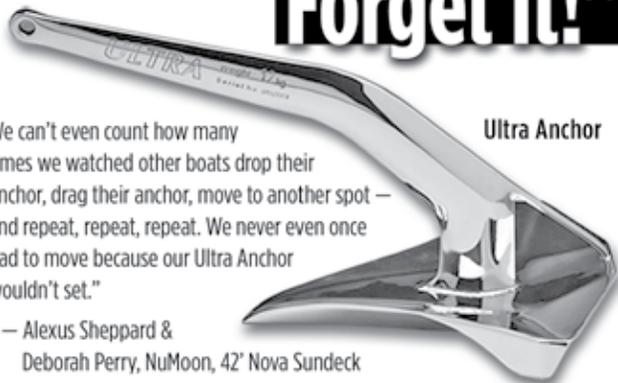


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Frank Gallovich

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We're not quite as hard-assed as Patsy is about towing, but speaking as the Grand Poobah, if somebody can't sail their boat downwind to the next port in mild conditions, they should consider themselves to be not qualified for the Ha-Ha.



LATITUDE / RICHARD

Patsy 'no, we won't tow you, but we will show you how to sail your boat' Verhoeven in party mode.

We have some very good friends who own powerboats, and appreciate that both powerboaters and sailors love being on the water. We're not trying to start a squabble, but we nonetheless think there are some differences between the two groups. One is ecological. Even in the case of sailors who do a lot of motoring in light-air areas, such as parts of Mexico, sailboats tend to be more fuel-efficient than motoryachts. Second, it seems to us that sailors tend to be younger, more lively, and more physical than those who cruise on powerboats. In addition, a lifelong delivery skipper who has done both the Ha-Ha and the FUBAR — the latter being a biennial variation of the Ha-Ha — told us he found two big differences between the two events. The first was that the FUBAR apparently has 'rescue' boats in case a member of their 'sail-less' fleet loses power and needs a tow. Compare that, he said, with the TransPac, Pacific Cup, Singlehanded TransPac, Vic-Maui, the transAtlantic races, the races to Mexico, the Ha-Ha, the Atlantic Rally for Cruisers, and the Caribbean 1500, none of which has ever had a rescue boat, and all of which expect participants to be both self-sufficient and prepared for problems. The second difference the delivery skipper noticed is that there wasn't as much socializing in the FUBAR. "At the end of each leg, people would mingle a little, but mostly stick to themselves. There was none of the tremendous socializing that occurs in the Ha-Ha."

Mind you, we've never done a FUBAR, have absolutely nothing against the event or any of the participants, and wish them and the event the very best. These are just the observations that a participant wanted to share with us.

It makes no difference to us if you have a 90-ft motorsailer, a 14-ft West Wight Potter, or a 50-ft trawler, just as long as you enjoy yourself, share your joy with others, and be as nice to the ocean as you can be.

↑↓ WHICH STEVE BROWN?

On page 54 of the December issue, Bob Lorenzi wrote about a singlehander named Steve Brown who was lost off the coast of California in '03 following his second circumnavigation. I hadn't read about it at the time, but was this the Steve Brown who is/was the son of Jim Brown, designer of the Searunner trimarans? I'm curious, as that Steve Brown caught a passage with us from Key West to the Cayman Islands on our Brown Searunner 37 *Samuel S. Lewis* in the mid-'80s.

Bob Lanham
Planet Earth

Bob — We doubt that it was the same Steve Brown for two reasons: 1) It seems unlikely that the son of multihull designer would do a circumnavigation in a vessel as slow as a Bingham 32, and 2) The Steve Brown in question circumnavigated the first time from '85 to '89.

The then-54-year-old Brown went missing in July of '03 on a passage from San Diego to Morro Bay. His last log entry was made on July 8, and 20 days later his *NorWest 33* was found drifting 800 miles off the coast with nobody aboard.

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LETTERS

↑↓ SAN BLAS IS ALWAYS A DELIGHT

It has always been a tradition for me to stop at historic San Blas after making the crossing from Baja, and this year was no different. It's great to spend time with old friends and tour the area, if for no other reason than to see what's changed.

This year a group of us spent a day at the Singlar Shipyard and Marina San Blas up the estuary. What we found was one of the cleanest facilities that we've seen in a long while, and the courtesy we experienced was overwhelming. The



LATITUDE / RICHARD

The large and clean San Blas Singlar yard.

yard has a 50-ton lift and way more than reasonable lay-day charges, and it allows you to work on your own boat. This is something that some yards in Mexico don't allow you to do, and I think it's a plus.

The real big plus comes when you fuel up. The fuel prices are the same that you would be charged at any Pemex station in Mexico, with a 10% fee for tying up. Based on my experience, it's a very good deal.

The San Blas bar/estuary has always had a reputation for navigation issues so the marina will send a boat out to guide you across the bar and up the river to the marina. It goes without saying that it's best done shortly before high tide. The yard manager, Raul Lopez, speaks perfect English, and can be reached on Channel 74 VHF.

And while I know many readers have hoped to never hear about the following subject again, they might nonetheless be interested. In using Channel 74 to communicate with the marina, we discovered we had a 'radio stalker'. Yep, good old Norm Goldie, a.k.a. Jama. Over the years it's always been my practice to ignore what I've considered to be Norm's delusional nonsense, and just enjoy San Blas and the surrounding areas. However, this year he was a bit overwhelming, coming on the air at least three times a day — we call it The Jama Hour — beginning his broadcast with a five-minute dissertation regarding the ongoing conspiracies against him.

Some of us checked on Goldie's often-made claim that he's some kind of official representative for some level of the Mexican government. Local officials and the Port Captain assured us that there is no evidence to support it.

Our next step was to ask the U.S. Consulate General in Guadalajara if Norm represented the U.S. government in any official or non-official capacity. You won't believe it, but we got a letter saying that he does! Norm Goldie is now, in fact, a warden for the U.S. Consulate General in Guadalajara, which means he acts as a liaison between the Consulate office and the American community in San Blas. A warden is a United States citizen who volunteers to assist the Consulate by rapidly disseminating official U.S. government information to other U.S. citizens, especially in times of emergency. However, wardens are only to contact U.S. citizens if those citizens have registered with the U.S. Consulate.

The Consulate asked if I had any specific concerns about Mr. Goldie. I told them that there might be a few areas in which Mr. Goldie may be overstepping his role. And unfortunately, because of his long history of acrimonious interfacing with many Americans, the Consulate could issue a 'Warden Message' that the world was coming to an end, but nobody would

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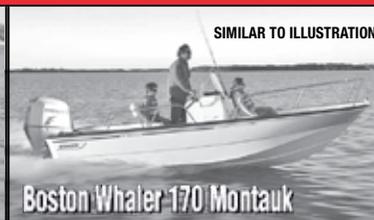
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LETTERS

believe Goldie.

Harry Hazzard
Distant Drum, Beneteau Idylle 51
San Diego

Harry — We'd heard secondhand that Goldie had recently gained some kind of relationship with the Consulate and that, as a result, he'd toned down his behavior on the VHF. Maybe it didn't last.

Our congratulations to Warden Goldie, as we're sure he's very proud about his new title. On the other hand, we know that a lot of cruisers are going to wonder who is doing the vetting for wardens at the U.S. Consulate in Guadalajara. As we've written before, Goldie has long been a very controversial figure in the cruising community, loved by some, loathed by others.

To give readers some context, Hazzard has done, if we're not mistaken, six Ha-Ha's with his Beneteau, and cruised Mexico extensively. So he's no 'new kid in town'.

↑↓ BRINGING BACK FOND MEMORIES

In the January 10 *Lectronic*, the Wanderer wrote the following photo caption: "This blanco hotel on the southeastern shore of Santiago Bay has to be one of the largest between Puerto Vallarta and Acapulco. The cove in front of it is a lee shore anchorage in the afternoon, but if you've got a good hook, there shouldn't be a problem with dragging."

That caption sure took me back! I lived in Mexico for four years when I was a kid, and we spent a summer on that very beach, La Audencia, which is just over the hump of the



LATITUDE / RICHARD

The La Audencia Hotel is an exception to what's normally found on the coast of Mexico.

small peninsula from Las Hadas. There was no hotel there at the time, only a ramshackle trailer park. We parked our trailer right on the wall on the beach. I have incredibly fond memories of the place from back then, as the bay was pristine. When my wife Alisa and I cruised Mexico in '93-'94, we came around the corner with our Shannon 38 *Points Beyond*, and I was heartbroken to see that monstrous hotel. Ugh!

By the way, the scenes from the movie *10*, in which Bo Derek is ogled while running down the beach in ultra-slow motion, were actually shot at La Audencia, not next door at Las Hadas.

Devan Mullins
Points Beyond, Shannon 38
Newport Beach

Devan — It occurs to us that people who haven't cruised Mexico might get the impression that the coast is heavily populated, particularly after all the development of the last 10 years. But with the exception of the few big cities, nothing could be farther from the truth on Baja or on the mainland coast. There are miles and miles and miles and miles of pristine beaches with nobody around. While most of it is open roadstead that might not always be suitable for overnight anchoring, it's also true of many well-protected places such as Chamela Bay. So all is not lost.

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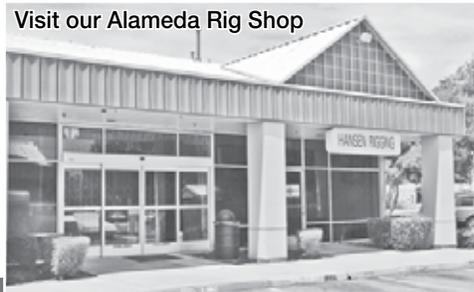
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LETTERS

↑↓ **THE BOY BEHIND THE GATE IS OUT**

As you know, good books take longer than expected to complete. But I'm happy to announce that my new book, *The*



COURTESY JULIA

Larry Jacobson and Ken Smith circumnavigated aboard 'Julia'.

Boy Behind the Gate, should be available by the end of January. In the book, I celebrate that Ken Smith, my partner, and I become the first openly gay couple to sail around the world. In so doing, we broke stereotypes during our six-year journey. Except in a few countries in the Middle East, we flew the rainbow flag all the way around the world, and celebrated who we were.

I think my book is an important one not only because of our accomplishment, but also because of the way we handled being gay.

The Boy Behind the Gate is as much the story of a journey through life as a journey around the world, but its audience shouldn't be limited to any given sexual orientation. My theme is that anybody can make his or her dream come true.



COURTESY JULIA

My many short stories in the book are about taking risks, facing our fears, taking action, persevering, and living life to the fullest. I also share the real story of cruising, which is that there are both ups and downs.

My book is 360 pages, with 32 pages of four-color photographs. It will be available everywhere,

The couple only took down their rainbow flag in a few countries during their trip.

from Amazon to bookstores. I like to think that my writing is clean and tight, particularly after its evolution through two professional editors, and that *Latitude* readers will enjoy it.

Larry Jacobson
Julia, Stevens 50 cutter
San Francisco

Larry — We actually don't know how long it takes to complete a good book, because we've never had the guts to try to write one. We wish you every success.

↑↓ **OUR JOURNEY HAS COME TO AN END . . . FOR NOW**

We on the *Blind Circumnavigation* haven't updated our status in quite some time, and that's because Pam Habek and I have been grappling with some very difficult questions and made some major decisions.

We were in Vanuatu when Pam had to be rushed to Australia because she was diagnosed with a retinal tear and hemorrhage in her right eye. She eventually had two surgical procedures and made many visits to a retinal specialist. While Pam wasn't able to get a concrete answer to the cause of the sudden vision loss — perhaps the result of a fall, genetics, or fate — or regain the sight she lost, her vision at least stabilized.

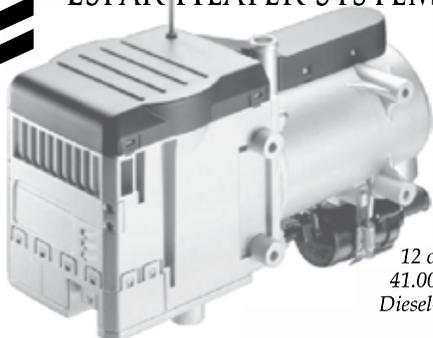
But the result is that she reevaluated her life and her goals. "The voyage thus far was the highlight of my life," she said, "but with the delays from my surgeries, and the overall length

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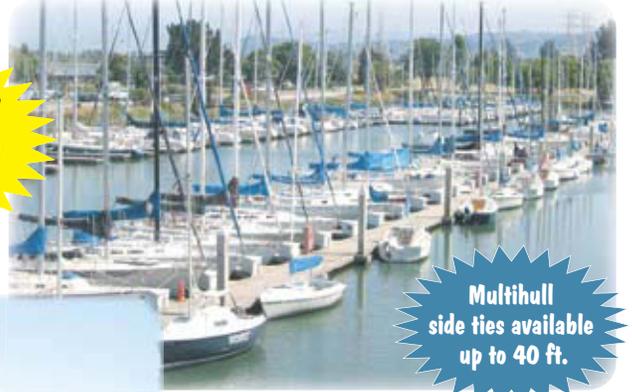
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LETTERS

of the voyage to date, I was feeling both a financial strain and a desire to resume life on land." Pam told me she wished to make Australia her new home, and had already found employment with Northcott Disability Services, an Australian non-profit.

While Pam convalesced and found her new path, I returned to the United States to work as a consultant and plan for the continuation of the circumnavigation. But I had a number of hard decisions to make as well. Thankful for the adventures



COURTESY STARSHIP

Pam and Scott's circumnavigation plans may be on hold, but they're not dead.

I'd shared with Pam, as well as having been in awe of her dedication to the trip and her raw bravery, and happy for her being able to make a new start in Australia, I had to decide whether to continue without her or seek out a new visually-impaired sailing partner. Fate intervened over the months I mulled over the decision, for while in the States I was offered a position with the U.S. Department of State providing on-site technical support for their disabled employees around the world. It meant that I would not only continue to see the world, but I would help

pave the way for the hiring of many more disabled employees in international high profile positions.

It all came as a surprise to me, as I wasn't looking for employment. But it was a rare opportunity. I finally decided that the voyage Pam and I had accomplished — the first legally blind couple to sail across the Pacific Ocean — was something that we'd done as a team. And that I would rather we bask together in the satisfaction of having done that, than continue on without my partner. As a result, I decided that our 17,000-mile passage should stand alone.

Today, I am seeing the world in a very different way. I'm sitting at a desk in a hotel in Brunei, and own a small condo in Alexandria, Virginia. But I know that my adventurous side is only in remission, for I'm already thinking about a sail across the Atlantic, or perhaps from New York to San Francisco, with a crew of cross-disabled sailors, hopefully to include Pam.

Finally, we want to thank our supporters. While we two legally blind sailors crossed the Pacific independently, we didn't do it alone. Many of you were there with us, no matter if you guided us into tricky anchorages, spoke to us via satphone during storms, encouraged us via SailMail, or just thought good thoughts about us. Although there are far too many people to thank individually, we would like to single out Captain Arnstein Mustad for special recognition, as it was his kind and disciplined instruction that gave us the core skills that surely kept us alive. We thank him and everyone from the bottom of our hearts.

Scott Duncan
Starship, Pearson 390
Alexandria, VA

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

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

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double bullets for van lieu

Brad Van Liew made it two-for-two in the Velux 5 Oceans when he arrived in Wellington, New Zealand, on the morning of January 16. The 42-year-old Southern California native, who now calls Charleston, South Carolina home, sailed 7,682 miles from Cape Town in 30d, 9h, 49m at an average speed of 10.53 knots. The veteran of two previous editions of the race, when it was known as the B.O.C. Challenge and Around

Alone, put his leg win in historical perspective.

"It hasn't really sunk in yet," Van Liew said upon hitting the dock. "It's really good to be here. I've now done five Southern Ocean legs and this one was by far the hardest. The weather we experienced was different from any other I have ever seen down there. The leg started with a delay and then took longer than

anyone expected — it's been an unbelievable challenge. The hardest part was missing Christmas with my kids and the best part is, without a doubt, arriving in Wellington."

Van Liew and his Eco 60 *Le Pingouin* took the western route into the finish, transiting the Cook Strait. Second place Zbigniew 'Gutek' Gutkowski on *Operon Racing* took the long way around, up the eastern coast of New Zealand's South Island, setting up a relatively dramatic finish less than a day behind Van Liew — a marked contrast to Leg One, where days, and even weeks, separated the fleet as they made their way to Cape Town.

"This was a really close leg," Van Liew said. "What was really neat from a competition point of view was that it was so close. For a small fleet it's great to have such competitive racing. The four of us really have become fierce competitors. I'm happy to have a chunk of a lead because Gutek and the others are getting determined!"

Van Liew picked up 12 points for the leg win, plus another three bonus points for having the fastest passage between a set of virtual timing gates in the Southern Ocean. He now firmly takes the overall race lead. Gutkowski retains second overall, while Canadian Derek Hatfield lies in third after a close third-place finish on Leg Two. Briton Chris Stanmore Major had yet to finish as of this writing.

With the fleet winnowed down to just four boats after the retirement of tenacious Belgian Christophe Bullens — who overcame a bevy of misfortunes to even get to the start of Leg Two — Leg Three, from Wellington to Punta Del Este, Uruguay, figures to be every bit the challenge of its predecessor. As of this writing, the start date for Leg Three had yet to be announced, but you should be able to find all the pertinent info by the time you read this at www.velux5oceans.com.

— rob

dcm sends it

It's 3 a.m. on day three of last September's Melges 32 Worlds and *Warp* Bowman Morgan Gutenkunst is headed home to get some much-needed sleep. But he's not leaving the Marina District after a long night of partying, he's leaving a boatyard after spending the last nine hours working on a competing boat. Why would the Mill Valley native be working on a competitor's boat? Because he's one third of a new Bay Area boatshop: DCM Enterprises.

continued on outside column of next sightings page

name that

In the January issue of *Latitude*, we ran a sneaky little quiz in *Sightings*. The only mention of it was in this photo's cap-



LATITUDE / LADONNA

Van Liew's '*Le Pingouin*' flying into the Wellington, New Zealand, finish for a Leg 2 win and perfect race score so far. Not only did the 42-year-old American take the 12 points for the leg win, he also notched another three bonus points for having the fastest time through the virtual timing gate.



AINHOA SANCHEZ / VELUX 5 OCEANS



Brad Van Liew was thrilled to place first in Leg Two, and even more thrilled to be reunited with his family.

gross glob

tion that ran on page 78 in conjunction with a story on a bottom paint study. "The first reader who can correctly identify this slimy, squishy glob that was dangling from our depth sounder wins a *Latitude* hat," it read.

Alameda's Gary Henry was the first to respond — on January 2! — identifying the disgusting snot bubble as a tunicate. Hot on his heels was Alice Watts, First Mate of *Alma*, who also claimed the goo was a tunicate. Their answers were confirmed by Sarah Cohen and Brita Larsson, students of San Francisco State's Romberg Tiburon Laboratory: "It's a solitary tunicate (*Styela* sp.) covered with a colonial tunicate (*Botrylloides* sp.)." Thanks to everyone who played!

— *ladonna*

dcm — cont'd

Gutenkunst is leaving behind his two partners, Dan Malpas and Campbell Rivers, who are still laminating a repair of a two-foot diameter hole in the bottom of Briton Joe Woods' *Red*, caused when a sudden wipeout in the last race of the day sent the spinnaker pole of Michael Dominguez's trailing *Bronco* spearing through the bottom of *Red*'s hull, adjacent to the rudder.

While other crews have been out tearing it up in the bars, the trio have been grinding away the damaged hull, taking what was a jagged, crumpled mess of fiberglass and foam core, and turning it into a seamless repair that's been vacuum bagged, faired and painted with matching white epoxy. By the time the sun comes up, the only thing remaining before *Red* gets relaunched is for the epoxy to cure. Getting a guy who'd traveled 7,000 miles for the event back on the water without missing a race after a devastating collision is all in a night's work for the proprietors of a high-end racing boatshop.

While the *Red* repair was a "house call," taking place at a Bay Area boatyard, Malpas, Rivers and Gutenkunst have a shop of their own that they moved into in April of last year. After a few years of doing

continued on outside column of next sightings page



ANHUA SANCHEZ / VELUX 5 OCEANS

SIGHTINGS

dcm — cont'd

this kind of work — including fabricating composite parts like chain-plates — Rivers was ready to have a shop to call his own. And so, it turned out, were Malpas and Gutenkunst. Malpas had been building high-end custom homes with his dad Bill after double-majoring in Literature/Jazz at UC Santa Cruz, and Gutenkunst was finishing up a construction management degree at Chico State. So the trio incorporated DCM, got the necessary licenses, and got on with it.

"We just kept looking around and thinking, 'We do this stuff better than anyone around here,'" the typically unabashed Rivers said. "We just decided to send it."

Lying in the heart of Richmond's notorious Iron Triangle — quite literally the wrong side of the tracks — the shop is smack dab in an area that should be the poster child for 'industrial urban blight'. Crack-heads and hookers patrol the streets outside the razor wire-rimmed fence, and waiting outside for one of the three to open the gate to the parking area — you don't want to park your car on the street — is

continued on outside column of next sightings page

the mystery

Every experienced sailor knows that sailing on a schedule is a risky prospect, especially when the voyage covers a long distance. When family members don't hear from their loved ones by their estimated arrival date, worry sets in. And if the boat lacks long-distance radios or satphones, there's no way for its crew to tell shoreside contacts that they're alive and well.

Such was the case with the 'mysterious disappearance' of the 38-ft catamaran *Pineapple* last month. News outlets around the world picked up the story that the boat with five Americans aboard was a few days overdue after a 1,500-

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SPREAD: SARA PROCTOR / SAILFASTPHOTO '10; INSET: COURTESY DCM ENTERPRISES

of pineapple



PHILIPPINE COAST GUARD

'Pineapple's crew, looking tanned and none the worse for wear, got debriefed about their newsworthy delivery trip by the Philippine Coast Guard.

dcm — cont'd

something to be avoided, even during the day. But the price of rent is right for their 60' x 30' two-story shop, and its proximity to many of the Bay's bigger boatyards means that projects they can't transport to the location are close enough to work on without losing a bunch of time traveling.

The first product to come from their new shop was a set of halyards for Tony Pohl's Farr 40 *Twisted*. From there it's been a whirlwind of projects, including IRC-optimizing a second keel and a removable IRC interior for the same boat, and building parts like a carbon fiber bowsprit for Skip and Jody McCormack's Farr 30 *Trunk Monkey*. Both before and after the Melges 32 Worlds, they were doing all kinds of work for various programs, and they've found other work through Rivers' connections established during the 1.5 years he helped build and race Tom Hill's R/P 75 *Titan XIV* on the East Coast.

With the help of Malpas' dad, they moved on to making custom metal parts like halyard lock flippers and boom vang tangs made out of stainless steel and aluminum. The elder Malpas, who spent a decade as a machinist before getting into building custom homes 30 years ago, set them up with all of his old machinists' tools, including a gigantic mill that had been sitting idle for years.

To this they've added a lathe and a set of fully-featured spray guns, which they use in a bona fide environmentally-friendly spray booth big enough to fit a Moore 24. They've also acquired an oven complete with the precise temperature controls necessary to bake pre-preg carbon fiber parts like rudders and keel foils. Hovering over the shop is a loft with office space and large tables and racks for managing rolls of fiberglass and carbon fiber cloth. Downstairs, custom carbon fiber winch handle pockets will soon be going into production, popped out from locally-sourced, CNC-machined aluminum tooling.

With the exception of the mill, they've assembled this impressive array of equipment entirely on the proceeds of their work so far and Rivers and Gutenkunst's professional sailing, which includes Chip Megeath's ass-kicking R/P 45 *Criminal Mischief*. In fact, all three were part of the team that made three 300-mile-plus days and a 397-mile whopper in last year's Pac Cup. For Gutenkunst, pro sailing has also involved traveling the world to sail RC 44s with Paul Cayard.

The trio have been too busy with one project after another to do anything like implement a comprehensive web marketing strategy, and for the rarefied and typically lean world focusing only on high-end racing applications, word of mouth is king. Nonetheless, you can find their website at www.dcmenterprises.net.

— rob

waking dreamers

One of the most wonderful things about heading out over the horizon on a sailboat is that, despite any plans you may have made, you never really know where you're going to end up, or what opportunities might come your way. We can't think of a better illustration of that line of thought than the story of Ben and Lisa Newton.

Unlike most world cruisers, they didn't spend years of dreaming, planning, and preparing before heading out into blue water. In fact, they really hadn't done any sailing at all when the cruising bug bit

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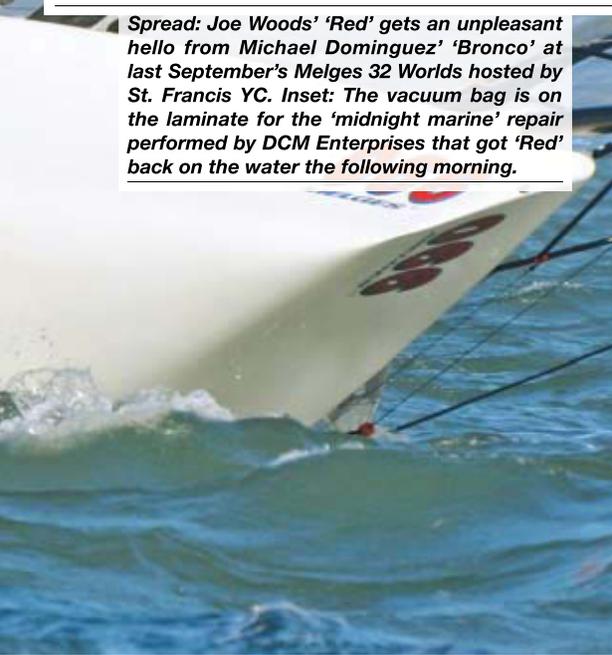


LATITUDE / ROB

If they ever get a break from their endless stream of projects, Dan Malpas, Maggie the guard dog, Morgan Gutenkunst and Campbell Rivers will be flying the DCM Enterprises burgee from this '55 Chevy chop-top.

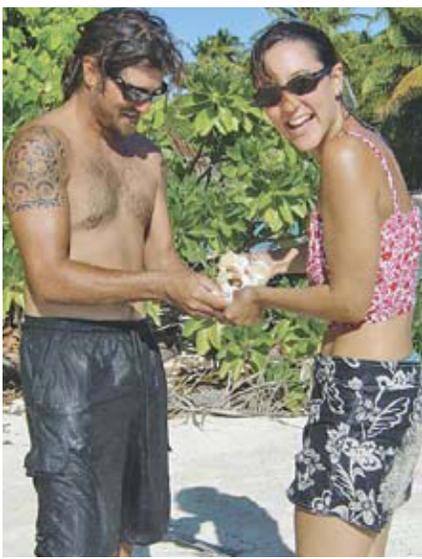


Spread: Joe Woods' 'Red' gets an unpleasant hello from Michael Dominguez' 'Bronco' at last September's Melges 32 Worlds hosted by St. Francis YC. Inset: The vacuum bag is on the laminate for the 'midnight marine' repair performed by DCM Enterprises that got 'Red' back on the water the following morning.



dreamers — cont'd

— and bit hard. As Ben explains, in the summer of '01 they were in Hana, Hawaii, enjoying a much-needed respite from their frantic Bay Area lifestyle when he looked out at the boats sailing by and the notion suddenly hit him: "Fuck it. Let's get married, sell everything and go sailing!" Although Lisa probably wasn't sure if he was really serious, she said "Sure!" At the time, they were 31 and 26, respectively.



COURTESY WAKING DREAM

The 'waking dreamers', Ben and Lisa Newton must pinch themselves every day.

"The next year was the craziest year of our lives," she recalls. They were faced with disposing of nearly all of their possessions, selling two houses, and doing something with Ben's two businesses. He eventually gave one to his employees and sold the other.

Before taking the complete battery of lessons — sailing almost daily — at Club Nautique, the full extent of their combined sailing knowledge came from Ben's having crewed on a few casual day-sails. Apparently, though, they took to sailing like ducks to water, and were soon shopping for a boat of their own. Acknowledging their inexperience, they thought a stout pilothouse design would offer them an extra measure of security.

"I really knew nothing about boats," admits Ben, "so I started researching designs that I liked." They eventually settled on a Canadian-built Stan Huntingford design called a Cooper 42, and began an extensive series of upgrades while living aboard at Alameda's Marina Village.

Before setting out through the Golden Gate the next year, they christened her *Waking Dream*. Their cruising skills may have steadily improved that first year, but they still faced many challenges — not the least of which was riding out 2003's Hurricane *Marty* in the Sea of Cortez. When they heard it was headed toward them, they sailed 40 miles out of their way to get clear of it, but still almost got nailed while taking refuge in the Bahia de Los Angeles. "It was magnificent the way everybody worked together in the effort to save neighboring boats," recalls Lisa. *Marty* proved to be the most destructive storm ever to hit the Mexican cruising fleet, wrecking at least 80 boats.

Perhaps that's why Ben and Lisa decided to take a break from the cruising life not long afterward. They put the boat on the hard in San Carlos and backpacked around Central America for five months.

In the winter of '04 they decided to take the big leap, and set sail from Cabo for French Polynesia. Their 23-day crossing was remarkably mellow, as if they were, well, in a 'waking dream'. "We were lucky," recalls Ben. "We didn't see any nasty weather. It was mostly a downwind sleigh ride doing eight knots with the jib poled out and no main." Twice they went for more than a week without having to make a sail change. Of their landfall in the Marquesas, Lisa wrote: "The scent of the earth, flowers and fruit was a delight to the senses, accompanied by amazing visuals."

After Polynesia, they'd intended to go north to explore the Marshall Islands, rather than follow the typical cruiser milk run to New Zealand, but a family emergency caused the young sailors to look for a hurricane hole where they could leave the boat for a while. That's one of the things that brought them to Neiafu, in Tonga's Vava'u

continued on outside column of next sightings page

pineapple

mile passage from Guam to Cebu in the Philippines. We ran a short item in the January 21 edition of *'Lectronic Latitude*, as we often do when we receive a report about overdue vessels, but why the international media became so interested was the real mystery.

Both the Philippine and U.S. Coast Guards spent several days searching for the cat with no result. On January 23, the lone female crewmember aboard *Pineapple* was able to make a cell phone call to her husband with the news that the boat had sustained a damaged rudder in rough weather, so the crew used the boom to create a makeshift emergency rudder. This, of course, decreased their speed,



— cont'd

but they claimed that they were never in serious danger. *Pineapple* reportedly made it into port the next day under her own power with her delivery crew safely aboard.

After they were located, the crew's names were released: Joe Gamec, Prandy Pratz, Steven Blanton, Chris Bell, and Corey Goldhorn — who just happens to be the son of Major General Donald J. Goldhorn, former Adjutant General of the Guam National Guard. We assume that solves the 'mystery' of why the international press gave the case so much attention. In any event, we're all relieved that they arrived safely.

— *ladonna*

dreamers — cont'd

group, probably the best hurricane hole in the tropical South Pacific. They fell in love with it almost immediately.

After six years there, they still consider Vava'u to be their tropical Shangri-la, due to its warm, friendly people, minimal development and unspoiled waters. During their time there, they've started several businesses to keep a little cash flowing, and were instrumental in conceiving and running the annual Vava'u Regatta and Festival. But these days their main interest is building a minimalist retreat on a tiny island they leased with a Tongan family. Although they do have modern communications gear and solar-supplied electricity, the idea is to make their garden compound as simple, self-sufficient and sustainable as possible. "At some point we woke up to the idea that this is what life is supposed to be like," says Ben.

They still have *Waking Dream*, by the way. In fact, they keep her moored right out in front of the island, and use her often to explore the dozens of idyllic anchorages nearby. Nice life, eh?

— *andy*



January brought lovely winter weather — and boats with it — back to the Bay. Counter-clockwise from above: 'War Path' flashes a peace sign; Cece didn't stand a chance on a day like this; 'Bay Wolf' howls in the breeze; family time aboard is always a treat; who needs crew when you have friends like this?; the sun shone on her namesake, 'Sunrisa'.



farewell to a local legend

When Sausalito's Harold Sommer slipped his cable December 21, at age 85, sailors in the Bay Area and around the globe lost a mighty good friend. Widely known as the man who restored the 85-ft German pilot schooner *Wander Bird* in Sausalito, Harold was a very kind guy, a mentor to many, and an amazing walking font of maritime knowledge and history.

Harold was the best sort of godfather, the go-to guy for jobs, for finding the best help if it had to do with boats, for learning how to do things right on a vessel. He was better than any school. Without fanfare, formality or intimidation, he made it possible for scores of eager young people to learn the ways of a shipwright, joiner, rigger and boat handler. His projects attracted those hungry to learn, old master craftsmen and newcomers alike, including Sausalito's Billy Martinelli and Port Townsend's Kit Africa.

On December 29, some 300 of Harold's admirers crowded into the Spaulding Center for Wooden Boats to remember their friend after he died of complications from pneumonia. His memorial was an eye-

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learn to sail

There are all sorts of reasons that summer is the prime time for kids to take sailing lessons, but as staffers at several San Francisco Bay sailing institutions will tell you, there are also some strong arguments for learning the ropes during the winter months.

Veteran racers often recommend that newbies learn the subtleties of on-the-water competition during midwinter races because, unless it's storming, winds are light, waters are flat, and the action is slower. The same is true of taking sailing classes during the winter months. True, students have to layer up a bit more, but learning to sail in light air is much, much less intimidating to newcomers — espe-



SPREAD: LATITUDE / JR; INSET: COURTESY SOMMER FAMILY

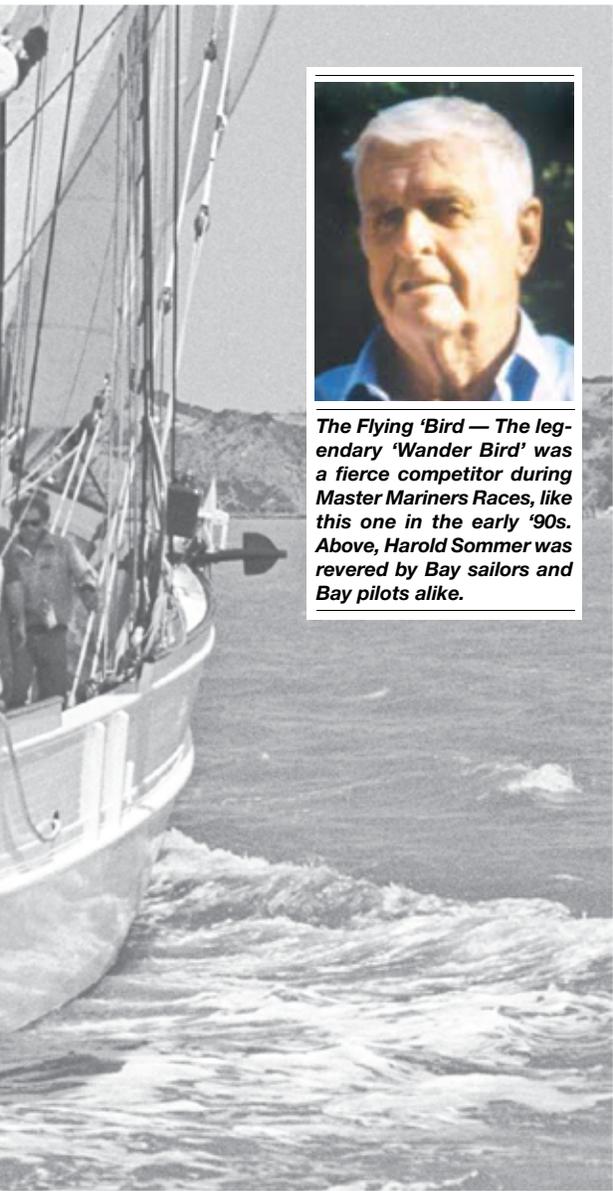
— in the winter

cially those who didn't grow up around the water.

Compared to the fast-action of high-wind sailing, maneuvers during winter-time seem to take place in slo-mo, giving neophytes extra reaction time. Students are typically less nervous sailing in light air, and playing the gentle puffs of winter will give them a more acute sense of the subtle nuances of sail trim.

So who's offering such courses? Virtually all local sailing clubs offer adult programs year-round. (For a complete list, see the article *Bay Area Charter Boats & Bareboats* in the *Features* section of www.latitude38.com). But as far as we

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The Flying 'Bird' — The legendary 'Wander Bird' was a fierce competitor during Master Mariners Races, like this one in the early '90s. Above, Harold Sommer was revered by Bay sailors and Bay pilots alike.

farewell — cont'd

opener for some who'd known Harold mostly in Sausalito for *Wander Bird* — which was built in 1883 for Kaiser Wilhelm's North Sea pilot service, and is now back in Germany as the Hamburg Maritime Museum's centerpiece — and earlier restorations of the gaff sloop *Freda*. And before that, the steam launch *Restless*. He also did a lot of the early volunteer restoration of the old San Francisco Maritime Museum's square-rigger *Balclutha*.

Born in October 1925, Harold grew up in Alameda where, as a kid, he played aboard sailing ships left to rot in the Alameda mud after steam replaced commercial sail. Out of high school, he began his career with Crowley Maritime, starting in Red Stack tug engine rooms as a wiper in the final days of steam. He left tugs to serve in the Navy during WWII, then returned to what became a 49-year career with Red Stack, working his way up to senior tugboat skipper on San Francisco Bay. It's said he assisted 12,000 ships into and out of berths without significant incident, but with a sense of humor: If it looked as if you were going to crunch a dock, he advised his mates, "Pull on the whistle and keep on pulling." To warn people? "No, so they won't hear the sound of exploding timbers."

Harold taught the finer points of tug and ship handling to many of today's Bay Area tug skippers and bar pilots, who clearly revered the man. Tom Crowley, his top boss, treasured Harold so highly that his retirement present was a tugboat — a small one that needed restoration. Harold fixed her up, painted her in Red Stack livery, and named her *Alert*. She was seen often in recent years plying the Bay, the wild-catter taking jobs too small for the big boats he used to run.

Harold and his projects attracted some heavy-hitters. Aviator and best-selling writer Ernie Gann bought Harold's restored steam launch *Restless* and donated the spar timbers to the *Wander Bird*. Sailor-actor Sterling Hayden was a frequent visitor aboard the schooner and donated the 'Bird's big iron wheel with her name cast into its rim. Irving Johnson even paid a couple of visits. Others of note were frequently aboard the boat, all admirers of our quietly competent friend who treated everyone he liked the same, famous or not.

A bar pilot at the Spaulding memorial told Harold's middle son, Roy, "There are 11 San Francisco Bar Pilots I can see in this room. There are others who are working or they'd be here, too. I see 19 tugboat or ship captains here, plus a similar number of engineers, and I'd guess there are as many not here only because they're working. There's enough ship-handling talent in this room to move the world."

"He was great to work for," added Sausalito's Billy Martinelli. "When you worked with Harold, you always got a lesson in how to do things right, you got a sea story, and you got a meal. He kept a \$20 bill in a chess set and told you it was there if you needed it; and if you needed a place to stay, he had a bunk for you."

Harold is survived by his wife Annalise, sons Webb, Roy and Ross (the latter of whom owns Richardson Bay Boatworks), a flock of grandchildren, and a dog named Molly.

The day after his memorial, Billy Martinelli and I ran Harold's tug, *Alert*, from Spaulding's back to its berth. We detoured down Sausalito's waterfront and back, and felt a great void. Sausalito just wasn't the same without Harold Robert Sommer.

— brooks townes



Sausalito sailors may recognize this mural in Clipper Yacht Harbor's parking lot, but many don't know it's a portrait of Harold Sommer.

JOHN SKORIAK

neraida knocked down at cape horn

Jeanne Socrates' nonstop solo circumnavigation plans were dealt a blow on January 5 when her UK-based Najad 380 *Nereida* suffered a knockdown on her approach to Cape Horn. She survived the ordeal without injury but her boom was snapped in two, the top of her dodger was torn off, her windvane and roller furler were damaged, and the interior was turned topsy-turvy, among other things.

The ever-unflappable Socrates, 68, says that conditions had deteriorated enough that day to cause her to heave to. "By midday, with occasional waves hitting us and washing the decks, I was beginning to feel decidedly concerned, with the wind back up to 35-37 knots and forecast to increase, and big seas to match. We hove to with triple-reefed mains'l and stays'l. We were well-heel'd, and there were plenty of big seas, then suddenly, near 2:30 p.m., while I was fortunately leaning against a wall in the head, all hell let loose. Everything that could move was relocated to the starboard side of the cabin. Water was pouring in from under the sliding hatch and there was chaos everywhere."



COURTESY NEREIDA

'Nereida' will get a new boom before Jeanne sets off to finish her solo circumnavigation.

Socrates went on to report that, after *Nereida* righted, she found the instruments were dead and she couldn't budge the main companionway hatch. She climbed out of the aft cabin companionway only to find that the boom had been broken in half and the top to her hard windscreen had been washed away. A bag of wet halyards lying on the hatch was removed and entry into the main cabin was restored.

"We were still beam-on to oncoming seas . . . not good. I tried everything to head downwind — a bit of genoa plus some stays'l. I downed the remaining main and tried to tie it but that got dangerous in the big seas running, so I was forced to abandon that. Later, I decided to reduce all sail since the series drogue shouldn't need any. The furling line on the stays'l broke. The sail unfurled totally and flapped madly and violently — the whole boat shook with the violence. I had to lower it and keep it inboard and low and together in the strong wind — not easy. As it flapped, it caught the carbon fiber whisker pole and broke it in half. Things were going from bad to worse!"

Nereida's interior didn't fare much better: "The chart table lid had clearly been flung open and its contents had been thrown across to the galley to mix with spilled items there, including toiletries from the head — wet paper all over."

Socrates contacted the Chilean Navy and Falmouth Coast Guard to inform them of her situation. A fishing vessel arrived on scene to offer assistance, but Socrates was ultimately able to get things aboard *Nereida* stabilized enough to start her engine.

After a night of rest tucked into an anchorage due north of Cape Horn, Socrates motorsailed *Nereida* 100 miles to Ushuaia, Argentina, where she began the arduous process of sorting out the boat and making repairs. Though Ushuaia is extremely remote and has little in the way of boat gear, Socrates reports that locals and cruisers passing through have been more than helpful in not only assisting with repairs, but also getting small parts flown in with visitors. A replacement boom and parts for her windscreen are expected to arrive some time this month, after which she hopes to be ready to leave. "Sometimes I think things are going well, other times I wonder if I'll manage to ever get away with adequate repairs effected," she said. "I just have to keep plugging away and trying to stay positive."

You can follow Jeanne's progress at www.svnereida.com.

— ladonna

learn to sail

know only a few organizations offer winter instruction to kids:

- Encinal YC — (510) 769-0221
- Richmond YC — (510) 237-2821
- Oakland Parks & Rec — (510) 238-2196
- Treasure Island Sailing Center — (415) 421-2225
- Marinship Sea Scout Program — (415) 956-5700
- San Francisco Sea Scout Program — (415) 517-3943

As we've seen in recent weeks, there are plenty of breaks between winter storms when you could comfortably get out on the



— cont'd

water for a glorious sail. So there's really no need for you — or your kids — to spend the winter months stuck on the couch. See you out there.

— andy



Learning to sail on the Bay in the winter can be much less intimidating for many new sailors because the wind is usually lighter. Now there's no excuse to be a couch potato in February.

the loss of *mia*

We can think of few worse ways to end a year than to lose your boat. Sadly, Victoria, B.C.-based Paul Smulders and Julie Newton, who were interviewed for last October's *Passing Thru* article, lost their beloved — and beautiful — 43-ft Laurent Giles-designed, Moody & Sons-built woody, *Mia II*, on a remote Baja beach at San Jose on the night of December 28.

Paul and Julie, who called *Mia* home, have sailed together for many thousands of bluewater miles — from B.C. to Cape Horn and back between '05 and '08 — and Paul has many more thousands of miles under his keel. As *Mia* was not insured — few 50-year-old wooden boats are — the couple were extremely conscientious about their boat's safety. *Mia* boasted a 60-lb CQR and 250 feet of 3/8" chain as her primary anchoring set-up, a set-up that had held them snugly at anchor during many previous blows.

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SIGHTINGS

mia — cont'd

Around 4 p.m. on December 28, Paul and Julie pulled into a little nook on Baja's rugged Pacific coast. "Three of our cruising guides said it was a good fair-weather anchorage," Julie told *Latitude* later. "Since the weather was dead calm, we thought we'd be okay." Having spent the day at the helm, Julie went below for a nap after they'd anchored *Mia*. "Guess I'm on anchor watch," joked Paul.

Around 8 p.m., Julie remembers Paul waking her to tell her they had to leave. The weather gods had flipped a switch and what was once a calm spot to spend the night had become an insane washing machine — almost instantaneously. "I've never seen a storm come up so fast," Julie said. "The wind was blowing out of the south at 25-35 and the seas were huge. Rain was falling sideways!"

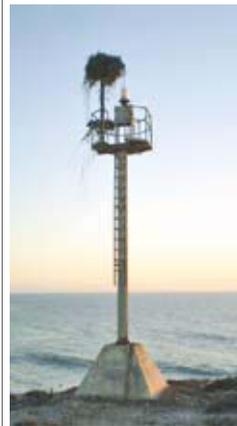
Indeed, after writing about the loss of *Mia* in 'Lectronic *Latitude*, we received an email from Duane and Kim Guillot who reported that their Long Beach-based Yorktown 33 *Lost Cajun* was dismantled in the same weather that hit *Mia*. "We were caught between Cabo Colonet and Punta San Isidro," they wrote. "It came up out of nowhere and

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heavyweights talk

The godparents of the cruising community, Lin and Larry Pardey, are embarking on a West Coast seminar tour next month to introduce Lin's latest book, *Bull Canyon—A Boatbuilder, a Writer and Other Wildlife*. The book details the couple's life ashore while homesteading and building the 29-ft *Taleisin* in California's remote Bull Canyon, and sounds like a must-read for Pardey fans.

You can find a full list of their upcoming talks in this month's *Calendar*, but the premiere event will be the book's launch party on March 25 at Spaulding Wooden Boat Center in Sausalito. Non-members pay \$10, but what a small price to pay for such an epic event! RSVP to info@



Clockwise from below: Julie and Paul aboard the bristol 'Mia II' during their stay in Richardson Bay; 'Mia's all-teak hull couldn't stand up to Baja's rocks; a bird had built a nest on the solar panel powering the point's nav marker; 'Mia's interior soon filled with things no boat's interior should see; Paul and Julie's 'salvadores' — Jorge, Santos and Chanook.



SPREAD: LATITUDE / LADONNA; ALL OTHERS: JULIE NEWTON

about heavy weather

spauldingcenter.org.

Another well-respected cruiser, Beth Leonard, will be giving two 'webinars' this month through the South Seas Cruising Association's online learning center, South Seas U. Leonard will be hosting a two-part 'talk' on Heavy Weather Management on February 17 and 24 at a cost of \$90 for both for non-members.

South Seas U. actually offers a wide variety of cruising webinars — from Cruising with Pets to Marine Refrigeration — throughout the year. Course fees range between \$25-\$100 for non-members (membership in SSCA is just \$55). Find out more at www.sevenseasu.com.

— *ladonna*



mia — cont'd

we were hit with 20-ft seas and 40-knot winds. Our boom snapped, then shortly thereafter our forestay went, then a few hours later — around 2:30 a.m. — our mast fell. We called the Mexican Navy and they wouldn't come!" The couple reported that they strapped the mast to the starboard side of their boat and limped back to Ensenada. "We're just glad we survived."

Back on *Mia*, Julie took the helm while Paul worked the hydraulic windlass. Unable to see anything around her — including Paul — in the moonless night, Julie strained to hear Paul's commands. "Do 210," he shouted, so Julie did her best to keep *Mia's* bucking bow pointed to 210 degrees. Unfortunately, that jumping around caused the anchor chain to jump, too — right off the bow roller and onto a big bronze panama cleat where it promptly became stuck. As a result, the windlass was overstressed and a hydraulic fluid hose belowdeck blew.



LATITUDE / LADONNA

Paul and Julie paused their previous cruise so Julie could get breast cancer treatment. Seems as if they've been through enough.

"It's never just one thing that causes a situation like this," Julie noted. "It's a cascade effect — one thing leads to another and another. If a bird hadn't built a nest on the solar panel for the point's nav light, we could have gotten our bearings. If we'd replaced the plastic hose with copper, it wouldn't have blown. If we hadn't accepted the slightly smaller bow roller instead of insisting on the correct size, the chain wouldn't have jumped. It's never just one thing."

As Paul humped the remaining chain and rode aboard *Mia* as quickly as he could, Julie watched the number on the depth sounder fall. "I just watched it go '10', '9', '8' — then we were aground." Paul tried to power off but the monstrous winds and seas were relentless, pinning them to shore. They'd come to rest on a sandy patch of beach, so even though *Mia* was being pounded on the hard-packed sand, she was holding up. It was only 9 p.m.

Though they couldn't see a thing in the pitch black night — "We've been in tricky situations before, but I've never felt as if we were in a void like that," said Julie — Paul wanted to try to get ashore to do what he could to secure *Mia*. "It was not wise to get into the dinghy," Julie says now. The little hard dink that had seen them around the Pacific was being tossed around on the waves as the couple boarded. Then, as they tried to navigate the roiling surf, one of the oars snapped in half. "We're so lucky Paul had tied the dinghy to *Mia*," said Julie. As it was, it took every last bit of strength to pull themselves back to the boat and onto the foredeck, where they huddled under a sail for the rest of the night while the boat was pounded.

Immediately following the grounding, Paul and Julie tried to get the attention of the mile-distant fishing camp they'd seen earlier in the day. "We shot off a few flares but no one came," Julie said. "I wanted to make some noise, so I grabbed two pot lids and started banging them together. I did that for about an hour before remembering that we have ship's bells. In a situation like that, you just don't think very clearly." Julie also spent hours calling *maydays* on the VHF, but no one responded.

At some point during the seemingly eternal night, the wind switched from south to northwesterly. "*Mia* could have taken the pounding on the sand," Julie noted. "But when the wind switched, she was pushed onto some rocks and she just couldn't handle that." They didn't know what kind of damage she'd sustained but they could hear and feel her all-teak hull being smashed, and they knew it was the end for *Mia*.

Dawn finally arrived, and along with it, Paul and Julie's *salvadores*

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SIGHTINGS

mia — cont'd

— the local fishermen. The couple tied a line to a fender and sent it flying toward shore. One man tied the line to his truck and pulled it taut, allowing the pair to pull themselves ashore hand-over-hand. With the tide too high to begin salvaging gear, the fishermen took Paul and Julie back to their camp, fed them, and gave them warm, dry clothes. They also explained why they hadn't responded to Paul's flares: they thought they were from *narcos* — drug runners — who occasionally make drops there.

By 10 a.m., the tide had receded and the work began. Four trucks and a dozen people arrived to help ferry gear back to the camp while the boat was accessible. This continued for three exhausting days until *Mia* was fairly well stripped. But as they started sorting through their stuff, Paul and Julie noticed that quite a bit of it was missing. "We were hand-bombing the gear off *Mia*," recalled Julie, "and it was going into this truck and that truck — some of it was never seen again. You think they're helping you, but you're really helping them to steal your stuff."

Despite the sour taste left in their mouths by the missing equipment, Paul and Julie say they're thankful for the hospitality shown to them by the fishermen and their families, especially Graciano Gerardo Gomez — affectionately known as 'Chanook' — the patriarch of the camp. A few days later, Chanook even ferried the couple and a load of their most valuable gear to Ensenada — a three-hour drive over a primitive road and another five hours on Hwy 1 — and was instrumental in helping them get the rest of their gear out of San Jose.

Once in Ensenada, Paul and Julie were welcomed like family at Baja Naval, where they'd hauled out before heading down the coast. "The owner's son, Diego, offered us storage space and Guillermo Sarabia, the manager, is letting us stay on his little 32-ft wooden boat for as long as we need," Julie told us. "We really can't stress enough how grateful we are to Baja Naval — we're overwhelmed by their generosity. And don't give me any crap about Mexico being dangerous, especially Baja. Ten people got shot in Vancouver, but I feel completely safe walking down the street here. Sure, there are some places where the cartel violence is bad, but that's not here."

As for what Paul and Julie are going to do now, they don't have an answer. "We're still in shock," explained Julie. They may buy a camper to live in while they figure out their next move, or they may find a boat already in Mexico and continue their cruising. Nothing's certain at this point, but as Paul observed, "In the concert of life, no one gets a program."

— *ladonna*

youngest circumnavigator?

Solo circumnavigating by teenage sailors has been a hot topic in recent years — in both the mainstream and yachting press. And the latest would-be record breaker, Dutch 15-year-old Laura Dekker, set sail just a few months ago aboard her 38-ft Jeanneau Gin Fizz *Guppy*.

But with all the excitement generated from recent solo attempts, we can't remember anyone ever addressing the question of who was the youngest non-solo circumnavigator. That issue came up recently when Curtis Cizek asked that he and his family be added to *Latitude 38's* official West Coast Circumnavigator's List. You see, Curtis and

his wife Lettie set sail in '82 aboard their 42-ft wooden ketch *Rough & Ready* when their daughter Eulalie (Lee) was only three and a half months old. She was only four and a half when the family returned

continued on outside column of next sightings page

sailors' bodies

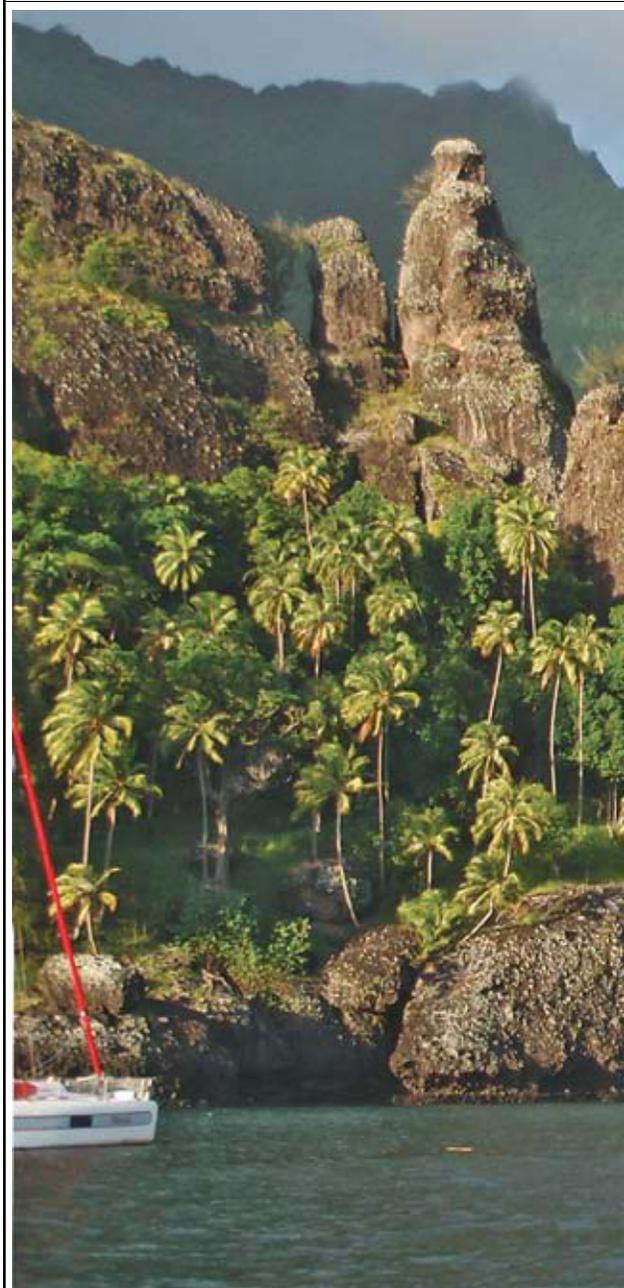
On December 25, two weeks after he fell off his Island Packet *Kachina*, the body of Casey Speed, 28, was recovered. As reported previously, Speed and his wife Lucinda — who were tenants at Sausalito Yacht Harbor — were anchored in Richardson Bay when the reportedly intoxicated Speed fell overboard. A seven-hour, multi-agency search that night proved fruitless.

His body was spotted in the Strawberry wetlands by a local bird watcher near sunset on Christmas Day. According to the Marin County Coroner, Speed died of

COURTESY ROUGH & READY



'Rough & Ready' in her heyday.



are recovered

drowning.

Just two days later in Santa Cruz, the body of Roy Wittrup, 64, was found floating in Santa Cruz Harbor near his Ericson 32. According to the *Santa Cruz Sentinel*, Wittrup, who lived aboard his boat for part of the year, was last seen at a local bar. The Santa Cruz County Coroner found he'd also died of drowning.

There's no way to determine if alcohol played a role in either death, but these sailors' tragic passings are grim reminders to always be careful near the water.

— *ladonna*

youngest — cont'd

in '86. Lee's younger sister, Shelly, was born en route, but did not do a complete circumnavigation.

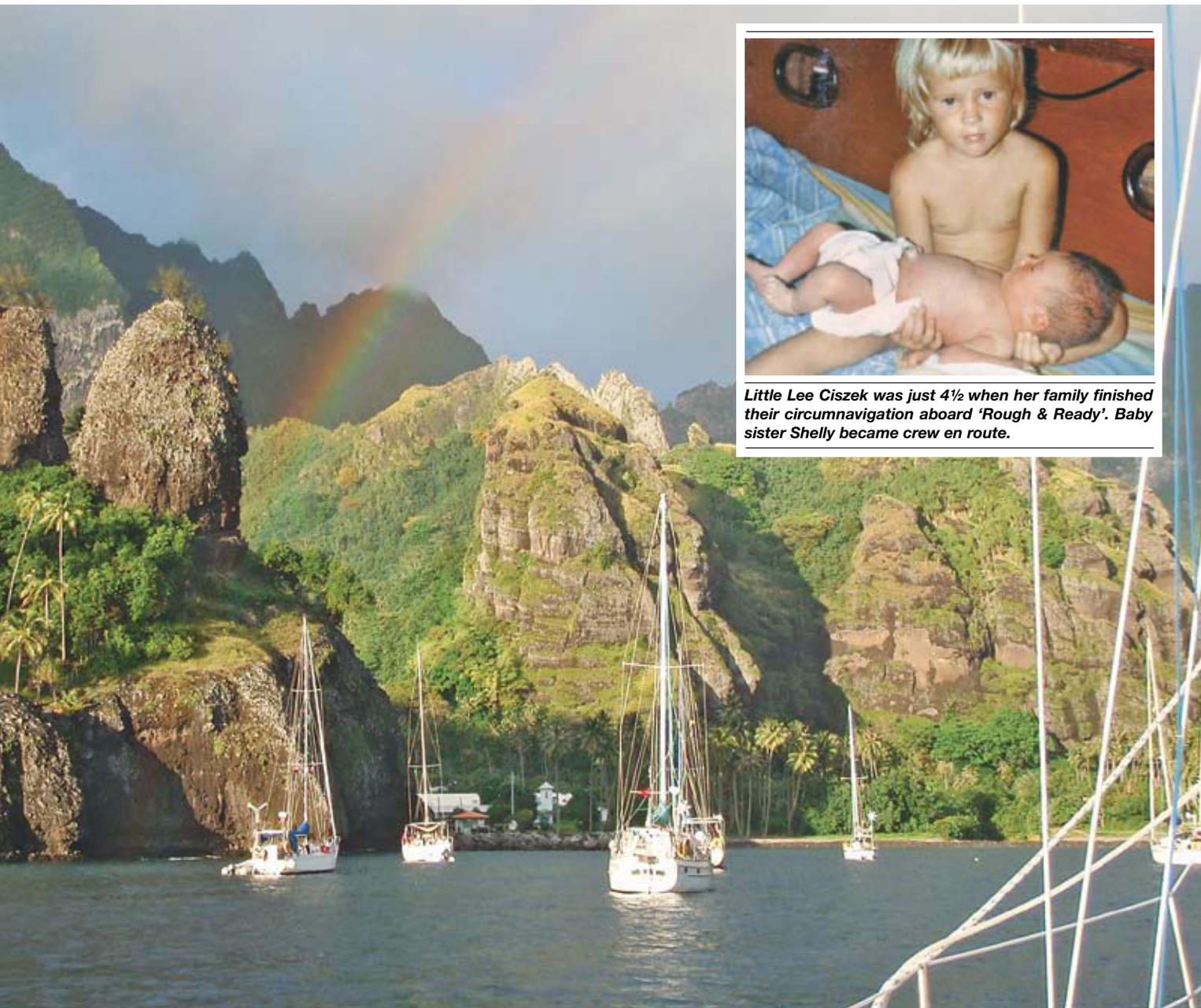
So we'll put it to you, our readers: Does anyone out there in *Latitudeland* know of a West Coast circumnavigator who returned from circling the globe when younger than Lee (4½)? For this distinction, we should note, we're not concerned with nonstop voyages, rounding the five capes, crossing antipodal points in opposite hemispheres, or any of that finicky stuff. Any little tyke who has rounded the globe on a sailboat from the West Coast to the West Coast, via either canals or capes and in either direction, is eligible.

Please email andy@latitude38.com with info, and send along some high-resolution photos from the cruise, if possible. As keepers of the West Coast Circumnavigators List, this is info we ought to know.

— *andy*



Little Lee Ciszek was just 4½ when her family finished their circumnavigation aboard 'Rough & Ready'. Baby sister Shelly became crew en route.



SPREAD: COURTESY PUERTO SEGURO; INSET: COURTESY ROUGH & READY

AMERICA'S CUP 34

At 5 p.m. on December 31, Bay Area sailors, not to mention the sport of sailing, got the best New Year's present ever: Oracle Racing and the City of San Francisco announced, just hours before the team's self-imposed deadline, that the two parties had reached an agreement to host the 34th America's Cup on San Francisco Bay.

For the nearly three weeks since the San Francisco Board of Supervisors voted 11-0 to ratify the Host City Agreement, which went through multiple iterations as it bounced back and forth between the team and various members of the "City family," the sailing world had waited for the announcement.

Acrimonious rhetorical volleys came from Oracle Racing's lead negotiator Stephen Barclay with catch phrases like 'the America's Cup is slipping through San Francisco's fingers,' while team officials courted an 11th hour bid from a presumably unwitting shill in the form of Newport, Rhode Island. But in the end it appeared as though Newport was a Potemkin candidate all along, and San Francisco's bid became the winner, thus ending sailing's own "season of torture" and marking perhaps the crowning achievement of Gavin Newsom's tenure as mayor.

On January 5, the two parties gathered for a VIP-studded celebration in the City Hall Rotunda for a public announcement and showing of the Cup. Major

of a grueling schedule negotiating venues for both the Cup and the America's Cup World Series, he had come down with pneumonia — he's since recovered.

What Now?

After the ebullience of the day's proceedings, the reality set in that the work for hosting the 34th America's Cup has just begun. Most pressing is the question of when work on the piers can begin. This is the \$50 million question. The project will need the environmental review required under the California Environmental Quality Act, more commonly known as CEQA. The CEQA process will take a minimum of one year, so the earliest we will see any work on the piers will be January 2012, although that estimate assumes that much of the engineering has already been done.

Newsom, now California's Lieutenant Governor, has handed over the Mayor's office to now-former City Administrator Ed Lee, who must bear the mantle of shepherding the massive undertaking required to get the waterfront in order until a new mayor is elected in November. Whoever takes the reins then will have to continue the work. Two leadership changes in less than a year is not an ideal scenario for a project like this.

Fortunately, Board of Supervisors President and consistent supporter of the effort to bring the Cup to the Bay, David Chiu, retained his spot and his current term runs through January '13.

Vocal proponent Supervisor Ross Mirkari will retain his seat on the board until January '13 as well, and there should be continuity in the City Family's

administrative positions. Hopefully, Kyri McClellan from the Mayor's Office of Economic and Workforce Development, — *Latitude 38's* MVP in the effort (and everyone else's, judging by the applause and cheers she received when introduced to the crowd on January 5) — won't be snatched up into a big-money corporate job that she could no doubt land. Ditto for Port Director Monique Moyer, who



ALL PHOTOS THIS SPREAD GILLES MARTIN-RAGET

proved to be an articulate and unflagging proponent for the effort.

Alphabet Soup

There are now six main entities behind this America's Cup. In no particular order they are the America's Cup Event Authority, America's Cup Organizing Committee, America's Cup Race Management, America's Cup Executive Steering Committee, America's Cup Property Inc., and Oracle Racing. Confused? The latter should be well known to many by now, but what about the rest?

The America's Cup Event Authority is headed by veteran sports marketers Richard Worth and Craig Thompson, and is primarily charged with managing the event, selling event sponsorships, and marketing the 34th America's Cup.

The America's Cup Organizing Committee is a group of local civic leaders headed by San Francisco Rec and Parks Commission President Mark Buell, who will be responsible for helping the Event Authority sell the event sponsorships as stipulated in the Host City Agreement reached between San Francisco and Oracle Racing, which oversees America's Cup Property Inc. — the catch-all for all the registered trademarks and intellectual property involved with the 34th



The Auld Mug toured the Bay last month, looking good on the Headlands.

media outlets crowded in for a Q&A session that followed the presentation of the Auld Mug and World Series trophy side-by-side. Newsom and Oracle Racing owner Larry Ellison did a first-rate job categorizing the previous six months' negotiations as fitting for an event of the Cup's magnitude. Notably absent was the man with the overarching vision for AC 34, Russell Coutts. Under the duress

— SAN FRANCISCO BAY



The first AC 45 had a successful sea trial in Auckland last month, and reports indicate it's scratching 30 knots downwind, tacking effortlessly and staying together; inset from left, ACRM Regatta Director Iain Murray and PRO John Craig.



America's Cup.

The America's Cup Executive Steering Committee was formed by an executive order by Mayor Lee, and basically brings together the various elements of San Francisco's City Family that will have a stake in the infrastructure requirements for the 34th Cup, including the Mayor's Office of Economic and Workforce Development,

the Port of San Francisco, the SF Municipal Transit Authority, the Department of Public Works and the Planning Department.

The America's Cup Race Management, led by former Cup skipper, Olympian,

and six-time 18-ft skiff World Champion Iain Murray, is primarily charged with running the Cup races, the America's Cup World Series, and the shoreside logistics of the event. With a staff of about nine as of this writing, this will swell to about 100 by the start of the Louis Vuitton Cup, and already includes a Principal Race Officer you may have heard of: John Craig.

Craig has been brought on as the PRO for the 34th America's Cup and all the regattas leading up to it. If ever there was anyone qualified to take this on, it's Craig. In the 11 years he's served as the St. Francis YC's racing manager, Craig has orchestrated many truly world class events. And it's not as though he's done like one per year . . . most years it's more like one a month! We've helped out on race committee for a couple St. Francis events, and have never ceased to admire Craig's professionalism, level temperament and ability to juggle so many competing demands on his time. In Craig, the ACRM gets someone who already has well-established relationships with the Coast Guard and Vessel Traffic Service, not to mention someone who is a Bay Area resident with deep ties to the sailing community here.

In this choice, Murray made a slam dunk on what was a really important call.

Sailing? Oh Yeah . . .

While all the venue negotiating was going on, there was plenty going on in the sailing realm as well. The AC 45s, the one design that will be used first for the America's Cup World Series — until the AC 72s make their debut on the Bay in August of '12 — and then for the Youth America's Cup, has gone from CAD files to sailing in 4.5 months. Although delayed by about three weeks, the first one went sailing on January 17 in Auckland, New Zealand. At the projected build rate, there could be as many as ten sailing by the time the first AC World Series event comes around in June.

Whether there will be enough teams to sail them remains to be seen. As of now, there are only five confirmed entries. After Oracle Racing and Challenger of Record Mascalzone Latino, Sweden's Artemis Team, led by Kentfield's Paul Cayard, was the first to formally challenge when the entry period opened November 1. Aleph Equipe de France was next to step up to the plate, and there is another, as-yet-unnamed, but confirmed entry. The entry period only goes until March 31, although we have to believe that if more teams wanted to sign up after the deadline, competitors would agree to an extension. Whoever makes the cut will be sailing in what will probably be eight AC World Series events spread all over the world between now and the August '12 event on the Bay, where the AC 72s will make their debut. Only time will tell how many hopeful teams will be able to pass muster on what's projected to be a \$50 million expenditure for a low-budget campaign.

Perception vs. Reality

If we're not completely off-base, we think America's Cup 34 will go a long way

AC 34 Timeline

Here's an abbreviated timeline for America's Cup 34 as it's planned now:

2011

- February** New brand for AC 34 unveiled
- March** Entry period closes March 31
- May** TV programming begins
- June** First AC World Series (Europe)
- September** Second ACWS (Europe/USA?)
- December** Third ACWS (Middle East?)

2012

- February** Fourth ACWS (Middle East?)
- April** Fifth ACWS (Europe)
- May** Sixth ACWS (Europe)
- June** Seventh ACWS (Europe)
- August** Eighth ACWS (SF Bay in AC 72s)

AMERICA'S CUP 34

toward bringing sailing into the national consciousness, and out of the perceptual backwaters of blue blazers, breton red pants and Topsiders. But that change won't come overnight. Already, fuss is being made about the fact that 77 Port of SF tenants will have to move out of their current digs to accommodate the Cup. Headlines like 'Businesses Displaced by

Yachts' accompany local news articles that inevitably say that many have known this was coming since way before the AC was on the horizon and that other will happily relocate to other City properties.

But the local media may not be the only entities for whom the stereotypes must be broken. Perhaps some of that will have to come from Oracle Racing itself. After the City Hall celebration, there was an informal pep rally at the Golden Gate YC. At the rally, a team official made a comment to the crowd crediting the club and the team on their professionalism. The substance of the comment was that the Giants staff on hand with the World Series looked shabbier and were covered with tattoos.

While the spirit of the comment was positive and obviously intended to pay the Golden Gate YC membership a deserved compliment, the inadvertent message was somewhat troubling. First of all, the Giants are pretty popular around these parts right now, and if you hadn't noticed, the '10 team's legend involves a long-haired guy nicknamed "The Freak," a liberally-tattooed MMA enthusiast with a mohawk who'd have you believe he keeps a bondage slave around his apartment, a guy who wears a "rally thong," a guy who's always wanted to be a rodeo clown, a guy who bought his wife a cow as a wedding present, etc.

The "Facebook generation" has tattoos and doesn't really care if that offends anyone's sensibilities. In fact depending on which poll you look at, roughly 40



A map of the piers showing each one's proposed function for the event. Not shown is pier 80, where none other than 'USA' is rumored to be docked, presumably with the massive 223-ft wing in the 'down' position most of the time.

million Americans have tattoos. Which brings up the point: Why wouldn't you want to include that group in the America's Cup fan base? Or the over 760,000 people on Facebook who like the Giants?

San Francisco is a place where the idea, if not the actuality, of inclusion and enfranchisement of all kinds of non-normative individuals is an essential quality to the City's civic identity. Given sailing's minute space in the American consciousness, the event can ill-afford to alienate anyone who might be able to get past the 'rich man's sport' perception and become captivated by the spectacle the

"Hey Paul, remember that 'Sailing World Cup' thing we came up with a few years ago? We're finally doing it!" Russell Coutts and Paul Cayard talk shop at the announcement of the 'Artemis' challenge.



SANDER VAN BORCH

AC 34 Rumors

There will invariably be an abundance of rumors surrounding this America's Cup, as there has been since the thing got started back in 1851. In this section, we'll break down the topical ones, and calling 'em as we see 'em.

- The 34th America's Cup will be delayed until 2014.

Bullsheets! — According to veteran Cup journalist Kimball Livingston, the team has unequivocally confirmed that AC 34 will be held in '13.

- St. Francis YC is going to buy Golden Gate YC and turn it into a junior sailing facility.

Bullsheets! — It's a little late for that! That opportunity passed when Larry Ellison first got involved with the GGYC back in 2001.

- A group of would-be challengers, including Team Origin's Keith Mills and Alinghi's Ernesto Bertarelli, who have disagreed with the choice of 72-ft catamarans and the 2013 match date, plus Team New Zealand's Grant Dalton are exploring the possibility of staging their own event in 90-ft monohulls during the same time as the Cup.

Bullsheets! — Mills and partner Charles Dunstone already burned through a ton of cash on *Team Origin* starting way back before AC 32 even started! With the former being the prime mover behind securing the Olympics for London in 2012, we have to feel his attention will be elsewhere even if he could foot the bill again. Bertarelli has got to be through with all this Cup stuff by now, and has been sailing multihulls longer than he ever did monohulls. Team New Zealand not sailing in the AC, but sailing in some other shadow event? That doesn't seem right. According to reader Keith Sjöholm who's spent plenty of time in Auckland recently, the Kiwis he's talked to believe their best chance for sailing in AC 34 would be if TNZ were to merge with the Russian *Synergy* sailing team.

— SAN FRANCISCO BAY



AC 72s are going to create on the Bay.

And it bears mentioning that to most Americans, New Zealand's best-known export is Flight of the Conchords, not

Russell Coutts.

Final Thoughts, For Now . . .

Frankly there's so much to America's Cup 34, and its happening so fast, that it's a bit of a challenge for anyone who has to do anything like, say, work, to get a handle on it all. So we've started an America's Cup page on our website that features a handy dandy set of FAQs we've compiled about the Cup.

In those FAQs, you'll find answers about everything, from how fast the AC 72s will go, to how long it will take until we see them on the Bay. Since the FAQs debuted, we've had a great response from readers who've posed some excellent questions, all of which we will try to answer for you in the future. The FAQs and our America's Cup page are a work in progress, so please don't hesitate to let us know what your questions are. Doing so is extremely helpful to us. When one gets so involved in the circus, it's easy to get lost in the minutiae. Make

sure and check them out at www.latitude38.com. Also, consider this your official introduction to our new America's Cup Department, where in most issues of *Latitude 38*, we'll do our best to keep you apprised of the goings-on in the Cup world from here on out.

The 34th America's Cup is already having a huge influence on the Bay's sailing scene, and it will take some time before anyone is able to totally assess its full impact. We're not just talking about sales of new and used boats, crossover interest, slip rates and the like, but things like the intellectual capital that will inevitably be drawn here for the effort, and the generations of kids who will see this go down and do lord- knows-what with sailing 20 years down the road.

This brings us to one final (for now) thought: If you've ever doubted the importance of community sailing programs, just look at what Cal Sailing Club product Larry Ellison is contributing to the sport on his home waters.

— **latitude/rg**

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JERRY BORUCKI



Frigid winds ruffled the top of Mount St. Elias.



When snow fell, the time came to leave.

I set sail from Half Moon Bay on July 11 firmly believing that 2010 was my year to make it to the North Pole. I'd spent the last two years strengthening my Freya 39, *Arctic Alpha Wülf*, to Lloyd's Ice Class 1 standards for my assault. It was my fifth time in six years to the Aleutians, and my third try for the pole. I sailed 2,000 miles west to 155°W, and then I turned north for another 800 miles. I put into Dutch Harbor on Unalaska Island in the Aleutians after a 28-day voyage. I noticed that the northern sky was full of the angry signs of winter, and it was only August. Streamers of long cirrus clouds spanned the sky and they were hard-driven by a cyclonic wind coming from the pole.

In Dutch Harbor, I was tied up to Henk de Velde's 55-ft trimaran *Juniper*. Henk is a tall wiry man with a patch of unruly hair. He'd spent the winter of '02-'03 in Russian Siberia in the 52-ft steel hull boat *Campina*. I asked Henk what to expect if I wintered over in polar ice. His face turned hard and he stared off into the middle distance: "It will crush you."

I waited 11 days in Dutch Harbor for a weather window to sail to the Arctic but it was one gale after another in the Bering Sea. Arriving three weeks early, winter was shutting down the Arctic.

Though I'd sailed to 76°N in '07, I'd never been in polar ice. Now I needed to push through heavy ice. I wondered if *Arctic Alpha Wülf's* fiberglass hull would survive the onslaught. I wondered if I had the mettle for such an adventure. I wondered if I would be crushed.

On August 8, my latest weatherfax

was showing a high pressure system building in the Gulf of Alaska, and it was giving favorable winds to Icy Bay in Southeast Alaska. Since the Arctic wasn't an option this year, I sailed 1,400 nautical miles in 12 days with light winds from the north to northwest and one easy-to-sail light gale.

While I waited for morning light to enter Icy Bay, a southwesterly began to moan and cold dank clouds came scudding across the sky. It was a long sleepless night. At dawn, I was surprised to find a sparkling clear azure sky above giant mountains standing tall with ice-covered peaks.

From the entrance of Icy Bay, I sailed five miles northeast in waters speckled with icebergs. After a two-mile channel, the bay splits into two fjords forming a 'Y' — to port is Tsaa Fjord with two major glaciers, Guyot and Yahtse, and no known anchorages; to the northeast lies Taan, a deep-water fjord with precipitous bluffs rising to 800 feet on each side. The bluffs are profoundly scoured with many long grooves etched from the waterfalls. I got the impression that it rained very hard up here.

Coming to an uncharted cove five miles up Taan, I anchored in 30 feet of water. The shoreline was dotted with stranded icebergs, and Mount St. Elias was about 10 miles distant. Rising out of the water like some giant ice-covered dragon's tooth, St. Elias' ramparts rise to 18,008 feet, its summit piercing the stratosphere. It cast a baleful eye on this interloper, and there was a disappointing rumbling of ice in its glaciers.

The days seemed boundless with

sunshine and warmth, and the air filled with the promise of high adventure. I ventured out each day to explore the fjord that leads to the ice wall of Tyndall Glacier. Tyndall comes pouring out of high caldrons from Mount St. Elias like a white ribbon of ice cream speckled with chocolate chips. With an ear splitting rifle crack, huge sections of the ice wall came crashing down. Massive blue ice chunks would hurtle to the water followed by a comet tail of debris. My heart would skip a beat as I watched in awe. The sound reverberated off the fjord walls sending birds and seals scurrying for cover. That was followed by a slow, ponderous wave that jarred and scraped the boat against the surrounding brash ice filled with big ice floes.

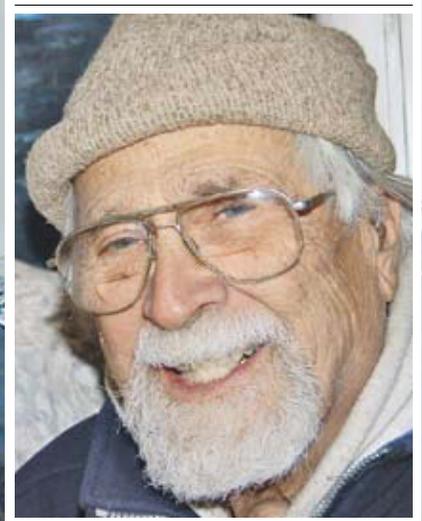
This is nature in its wildest, most spectacular, rawest form; taking back what it gave to the mountain 10,000 years ago. The rain fell when the western civilization was at its earliest beginnings, before the pyramids, before the written word. Three to four hundred inches of rain fall annually on the mountain, forming dense blue ice that is pulled inexorably downward by gravitational forces, crushing, grinding, and scouring the gullies into U-shaped valleys. After 10 millennia on the mountain, the ice returns to the sea.

Seals lay on the icebergs sun bathing in large colonies, and they watched me as if I were an alien space ship invading their territory. One brave seal ventured near the boat, and after a furtive glance, silently descended to safer depths. I spent days and days of shortening daylight staring at the glacier wall with the magnificent mountains towering high

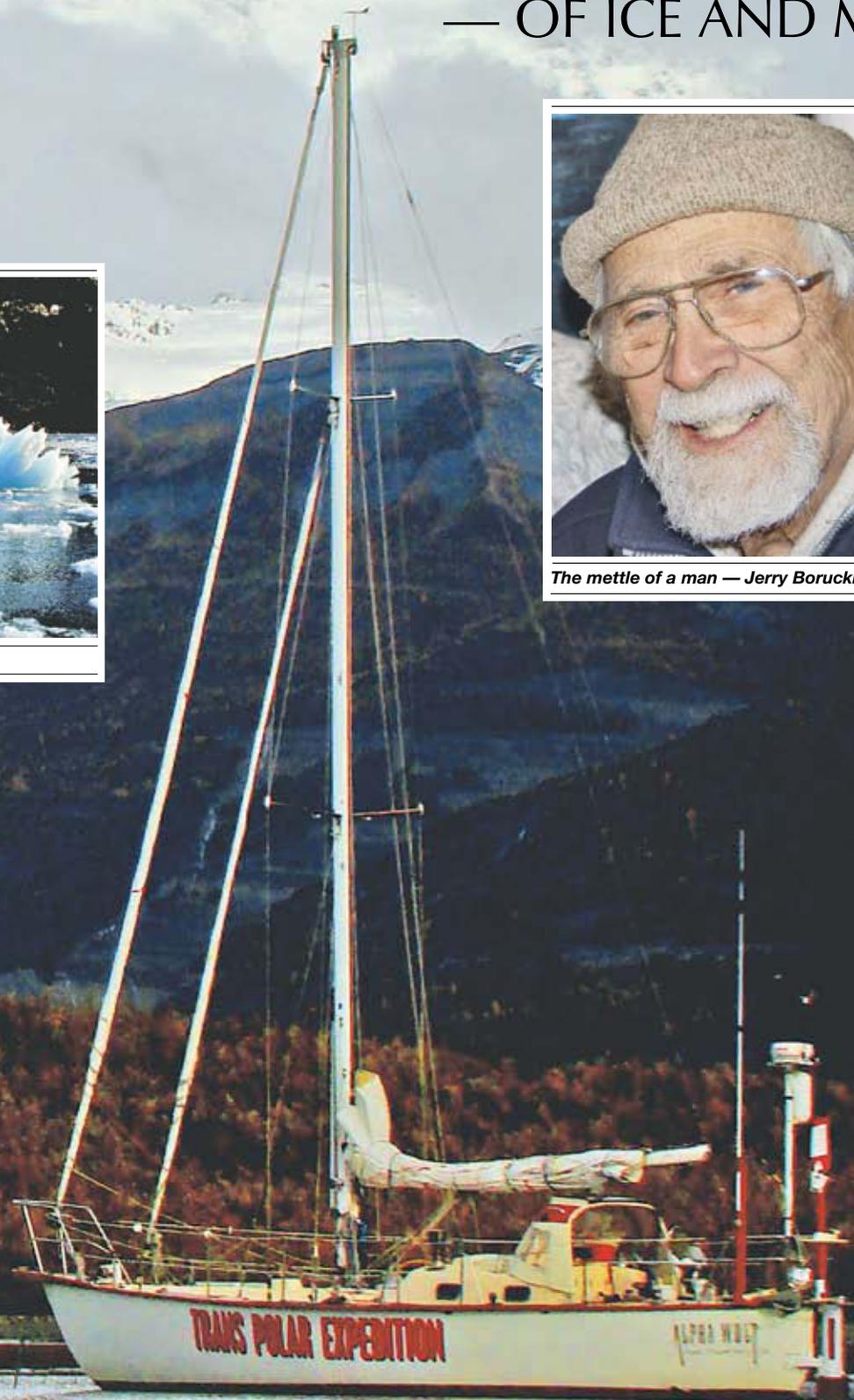
— OF ICE AND MEN



Bergie bits dotted Icy Bay.



The mettle of a man — Jerry Borucki.



'Arctic Alpha Wulf' at rest in aptly named Icy Bay on the Gulf of Alaska.

overhead, watching as the ice avalanched again and again into the fjord.

One night in October, a big south-wester that was born in the Bering Sea

came in from the Gulf of Alaska. By daylight, the wind was at gale force. Great gusts of wind swayed the boat from side to side, and it blew away my large solar panel. The air was filled with flying yellow leaves. Whipped by the wind, the waves heaped up and dashed against the hull in a wild fury. A low rumble could be heard

from far off. I watched the barometer fall all night long. And it just kept falling. I'd never seen the glass fall that much before. There was nothing I could do.

Then the heavy rains came with great ferocity, and leaks sprang up everywhere. Clothes became soggy; the berth cushions oozed water when I slept. But

JERRY BORUCKI

I didn't always sleep — I just lay there listening to the rain hit the deck, and the great wind that blew that October. It was the wind that I feared most of all, and what it could do to me in the darkness.

To the west of my cove, a great waterfall sprang to life from the deluge of rain. Torrents of cascading water



"It will crush you," said noted Dutch singlehander Henk de Velde of the ice.

came thundering down, shaking the mountainside, and its reverberations could be felt in my boat. But the glass did not rise. I waited for the southwester to blow itself out. Finally, after three long weeks, the persistent rains stopped. I ventured on deck to find that St. Elias' summit had long banner clouds streaming in the early morning light, and the autumn sun was painting them a deep pink. High aloft, winds of change were taking place which brought frigid air gushing out of Elias' high basins, and the bitter air cascaded into the fjord, sending wildlife scurrying south. Long tongues of mist came pouring down the fjord and into the cove where I was moored. Phalanxes of stars filled the nights, and green northern lights weaved their magic over the ghost mountains.

The sun rose later and later, turning shorter days into vile nights. Fast ice formed on the water overnight with the falling temperatures, and for the first time I felt the cold sting on my face and fingers. In large numbers, wildlife had migrated from the cove, leaving only a solitary bald eagle soaring in an steel blue sky. He looked down on me for a long silent moment, and then he too drifted south, abandoning me to my fate.

The snow level crept down to the 1,000-ft mark, and there was a dusting of snow on the deck. Ugly black trees denuded of all color were a stark reminder that, though it was only October, winter was here. Winter's depressing overcast gave a foreboding dankness to the interior, and only scant daylight came in from the overhead hatch to do repairs. Meals became the highlight of the day, and I spent hours warming myself by the stove. But I still felt the cold.

The glacier's icebergs were forming into large pans of ice that drifted into the anchorage, turning the water to solid ice on the surface, and fast ice extended from shore to shore. I no longer had an

ice-free path to the ocean. As the night temperatures dropped precipitously, cold and darkness were creeping into the inner regions of the boat. Only yesterday the cold had been outside the boat, but I now felt the cold burn everything I touched, whether a fork or a sleeping bag. I shivered in the heated cabin. There was no escape from sting of the cold.

As October came to a close, I was aware that some time in early November a ridge of high pressure would fill into the Gulf of Alaska — it would be my ticket home as the winds would go northerly and could persist for a week or more. But the weather-faxes all showed a series of storms at the hurricane-force level that kept me anchor bound. Cracks were beginning to show, and I began to wonder what kind of mettle I was made of.

In the first week of November, I moved two of the house batteries from under the frigid cockpit to the diesel stove area

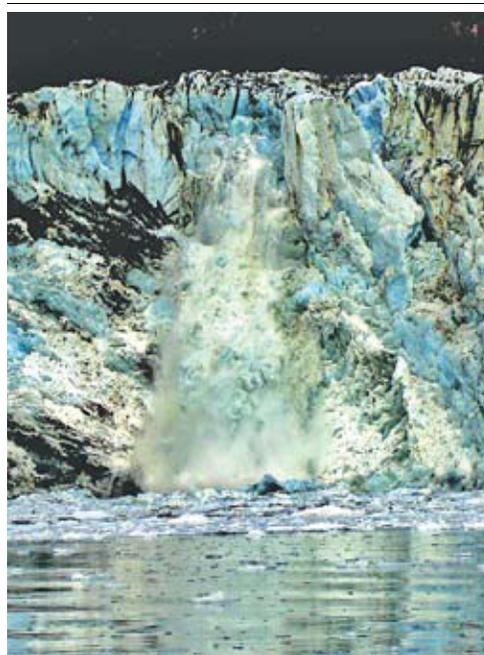
ALL PHOTOS JERRY BORUCKI

in the desperate hope that the warmer temperature would improve the capacity. The voltage dropped to 11.5 volts after charging had stopped. The hydrometer would show no rise in the float, and I no longer turned the lights on at night. And it was almost always night.

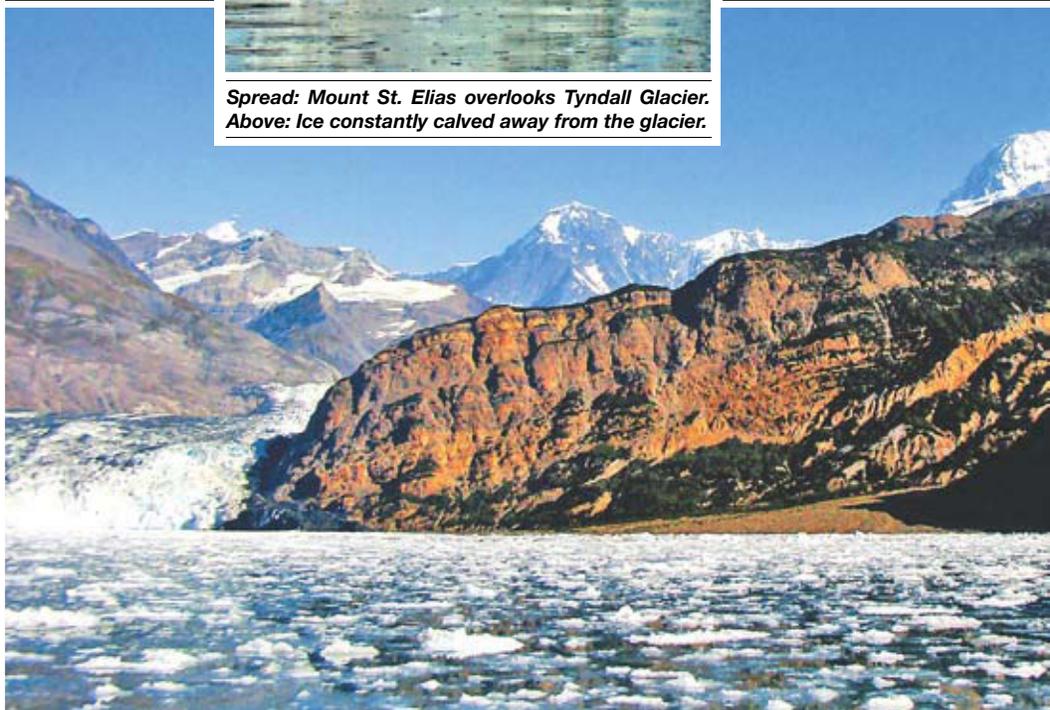
Enshrouding darkness consumed the interior of the boat like some awful disease with a death grip. I'd made covers for the ports and hatches to keep warm, but they cut off all outside light; it was total darkness for 18 hours. Darkness invaded every cubic inch of space,

and I had nothing with which to push back the blackness. I lay in my berth, staring into a black void for hours on end, and the cold kept wetting my eyes.

Eight bells strike. The sound reverberates off the ice-encrusted walls, and I am not sure what time it is. Is it eight in the evening, or midnight? Each bell, each pause between the chimes, each strike is different. Each tone



Spread: Mount St. Elias overlooks Tyndall Glacier. Above: Ice constantly calved away from the glacier.





Time and again, nature took away Jerry's breath with its beauty.

emanating from the dark and darkness, each vibration reaching its climax, and echoing across the living space and then dying out. Metal clashing against metal producing sound. Or is it ice against hull? I cannot remember now. There is a lot to think about in the dark and darkness, the reason for each strike, each pause. Then the darkness reclaims the sound, and the cold keeps wetting my eyes.

Cracks spread deep fissures in my mettle, and I could no longer ignore them. Fast ice was three inches thick around the hull, and growing an inch every two days. There was no open water as far as I could see. It seemed like yesterday that nature had danced and dazzled long days of warm sunshine before me with buzzing creatures filling the air; I gazed at the shore only 100 yards away — it was empty and devoid of all life. Nothing stirred, not even an insect. All the wildlife had left and storms kept me moored in my little cove. It was not that I didn't want to leave but I was waiting for a weather window

piece, and the cracks kept spreading between the pieces, and the pieces were becoming brittle and shattering. And the pieces kept coming apart and cracking again and yet again. There is a lot to think about in the darkness.

On November 14, I decided that, no matter what the weather was in the Gulf of Alaska, I simply had to get out. On November 16 the great push began.



But the engine control cable snapped from the punishing cold. I could no longer go forward or back, and I spent the next two days making a control cable out of two blocks and 20 feet of quarter-inch line running from the cockpit to a wood lever I mounted on the engine transmission. The temperature dropped to -5° that night with colder temperatures predicted for the next several days.

A crimson dawn greeted me when I went on deck and surveyed the cove I'd been anchored in for the last three months. All I could see was solid, unforgiving ice. The tension in me was sharp, and the cold was savage and silent. High up on St. Elias, hurricane-force winds tore blood-red clouds off the summit and ridges and basins. Low in the west, a copper full moon was descending over Guyot Glacier. But I no longer saw the wild untamed beauty. The winter ice had

changed all the wonders into bleakness — foreboding, abject bleakness.

A savage wind came rushing down from the mountain, sending snow eddies scudding over the ice, and I felt the wind knife through my body. I walked the deck from stern to bow checking and probing the ice that encased the boat. The running lines were stiff as wire, sails like sheet metal. It was time to leave, the waiting was over, the darkness had come to an end. When the engine was up to temperature, I pulled one of the lines connected to the transmission and advanced the throttle. Lurching forward, the boat hit the ice and came to an abrupt stop. The ice didn't even crack.

I backed up 20 feet and then rammed the ice at full throttle until the bow lifted three feet into the air and all forward motion stopped. The keel shrieked and moaned as it took the hit. Then the ice fractured into several large pieces with loud pistol shots as the bow settled. The shattered ice was smeared with blood red lines scraped from my bottom paint. Sweat poured into my eyes. I flew into a wild rage: "Shitty ice! This is for Shackleton!" I shouted as I rammed the



Top left: Waterfalls etched grooves in the mountainside. Above: The ice worked hard to keep Jerry and 'Wülf' its prisoners.

iron-hard ice at full throttle. I'd had it with the shitty ice. I'd had it with the cold and the blackness and the hunger. I could feel that I was losing control of my emotions. The engine was overheating and the air was filled with oily white smoke as I pushed the RPMs beyond the red zone. I slammed the ice again and again, as the consequences if I failed were too awful to contemplate.

Then there was deadly silence all around. All sound vibrations ceased.



JERRY BORUCKI

Rivulets of sweat ran down my back and chest like torrents of water that had once gushed on the mountainside. A cold searing fear swept over me and I froze with panic. The engine had died. I stood there stunned; all life was slowly ebbing away in the cold. I looked out at the vast expanse of ice still ahead of me, and I saw nothing that gave the slightest bit of hope. The cold wind came down from the mountain and sent snow eddies scurrying across the ice in dancing whirlpools. I no longer felt the cold stab through me; I was beyond that now. And now, it was solid unforgiving ice that stretched ahead. I feverishly worked on the engine for a long agonizing hour. As my sweat began to freeze, all I could think of was Henk de Velde's words: "The ice will crush you." It was crushing me now.

My fingers were turning tallow white from frostbite, and I had to turn the start key with a wrench, but life rumbled from the engine! Glorious, life-giving rumblings. A sucking hiss came from the engine in gasps as if it had a punctured lung.



With a mighty crash, 'Arctic Alpha Wulf' finally broke free from her icy prison.

I was bent over with fatigue, but I bashed the ice again and again. Each time the boat hit the ice, my back jerked and pain shot through me. Red anger welled up from deep within my guts and overflowed. The last 100 feet of ice looked like granite. My eyes probed ahead and not a crack or fissure could I see. Solid and unforgiving. Backing up 100 feet this time, I poured all the guts the engine had left in a final assault. With the engine

screaming in white pain, the boat battered the ice like a sledgehammer, so hard that the bow catapulted into the sky. There was a huge jolt as the boat stopped dead, and the bow hung suspended at a hellish angle over the ice. All hell broke loose down below. I felt a rib crack as I was thrown hard against the steering wheel, and blood trickled from my forehead. The mast went through a shuddering shock wave in frightening pulses. A long

dreadful silence ensued. Then a salvo of gunfire erupted; rifle shot after rifle shot rang out as the ice shattered. Twisting and grinding, the bow came crashing down into open water.

— jerry borucki

Editor's note: Jerry left Icy Bay bound for Half Moon Bay but a torn main forced him into the Alaskan fishing village of Yakutat on the Gulf of Alaska. He hopes to effect a number of repairs to Arctic Alpha Wulf before leaving for home in the next month or so. Jerry is already planning this summer's assault on the North Pole.

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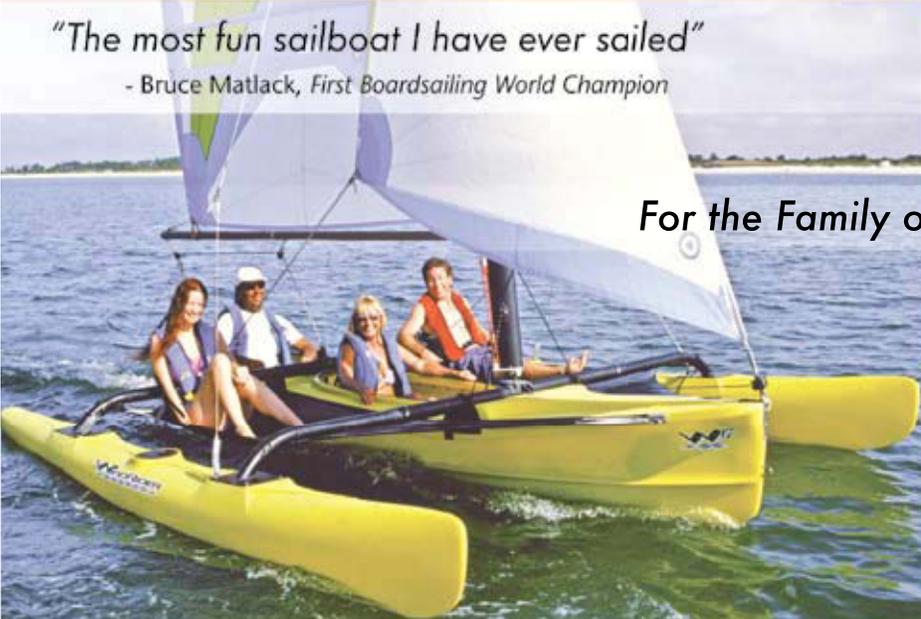
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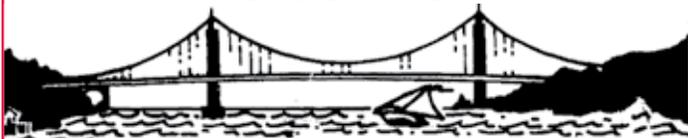
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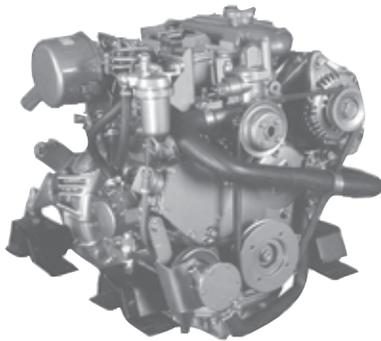
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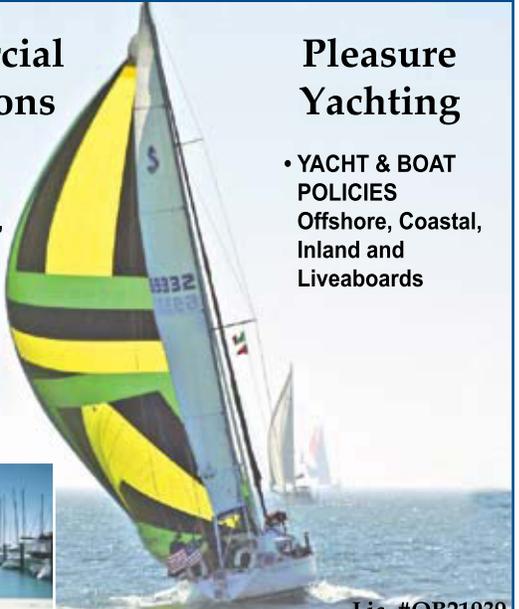
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CITA AND

In the December 10 *Lectronic*, we ran a little quiz asking what fun-loving woman belonged to the colorful toes in the accompanying photo. We gave some hints: 1) She's a West Coast woman who had considerable success racing a cutting-edge sailboat; 2) More importantly, she's



Cita's 'popsicle toes'.

completed the magnificent restoration of a 55-year-old, 90-ft yacht, one of the most beautiful classics in the United States — if not the world; 3) Having cruised the yacht 10,000 miles on the East Coast, in the Caribbean and in Mexico the last two years, she intends to sail her big ketch in the Los Angeles-to-Honolulu TransPac in July, and then continue on to New Zealand and, if the continent is no longer underwater, Australia.

The most common reader guess was Elizabeth Meyer of Newport, Rhode Island, who, thanks to the complete restoration of the J Class yacht *Endeavour* from a rotting hulk, inspired the whole movement of restoring grand old yachts. But these weren't Elizabeth's toes.

No, the lovely painted toes belong to Cita Litt of Newport Beach, the justifiably proud co-restorer and now owner of the spectacular Newport Beach-based Phil Rhodes 90-ft motorsailer *Sea Diamond*,

"I just love being on the sea," says Cita. "Each day the water and weather conditions are a little different. There's just something about it."



a centerboarder that was built in '56 by the great German yard of Abeking & Rasmussen. When Cita and *Sea Diamond* aren't gallivanting around — Cita and her boat had a fabulous time in the Northeast last year — the yacht is kept behind the Lido Isle home of Cita's 91-year-old mother. Cita's dock isn't long enough and has been shoaling up.

Having moved back to her childhood home of Newport Beach from Aspen about 12 years ago, Cita decided to get into low-key yacht racing with a little Harbor 20 sloop. She shanghaied her then 79-year-old mom as her first crew. Enjoying the competition so much, Cita bought one of the innovative Schock 40s with the forward rudder and canting keel, a forerunner to the game-changing *Wild Oats* and other famous canting keel boats. In fact, it was after seeing *Cita* that the owner of *Wild Oats* decided to opt for a canting rather than fixed keel.

Cita named her 40 after herself — why not, as she's also got a coffee cup with the self-deprecating inscription, 'Queen of Everything'? — put together a group of fine sailors from the Newport Harbor YC, and entered "every race that would let us in." After sometimes having to battle to be allowed to participate because of the canting keel, Cita says *Cita* was raced very successfully in a number of Key West Race Weeks, St. Francis Big Boat Series, and Ensenada Races.

"I had a great bunch of guys from the yacht club, we raced against the best sailors in the world, we were very successful, and it was wild fun," she says. One of Cita's fondest memories is a remark made by the late, much-beloved Roy Disney. "We'd beaten his boat a couple of times, so when he saw me before one race, I heard him curse, 'Oh, it's that damn girl's boat again! Did he think I was deaf?" she asks.

But Cita remembers the incident, as she does most things, with a hearty laugh and a twinkle in her eye. The fact of the matter is that Cita is a real charmer who loves to laugh and enjoy life. She

knows that she's been dealt a nice hand, and unlike some folks in that position, she's not one to let it bother her. Widowed for a few years like her lifelong sidekick Sharon, who she grew up with and who was her next-door neighbor in Aspen, the two gals seem to have *joie de vive* rather than blood pulsing through their veins. "There's a block party somewhere in downtown Puerto Vallarta tonight?" The gals' likely reaction? "Let's go!"

A little more than two years ago, Cita decided she wanted a bigger and more luxurious yacht with which to cruise. When she learned that *Sea Diamond*, the 90-ft Phil Rhodes motorsailer that just happened to be the old family yacht, was sitting in a shed for sale on the East Coast, she knew what to do. "I phoned Tom Corkett, another old Newport school chum, at Ardell Yachts and told him I wanted to buy her," she says. A steel-hulled, twin-engine centerboarder with an impeccable pedigree, *Sea Diamond* had been partially restored over



SEA DIAMOND

nearly four years at tremendous expense by her then-owner. "After I bought her," Cita confided in *Latitude*, "one of the carpenters told me that the wood for just one door in the master stateroom had cost \$10,000."

After the normal wrangling so common with any boat purchase, Cita completed the restoration of *Sea Diamond*, also at tremendous expense. "I'm the lucky one who got to pay for the new spruce mast," she laughs. Because Cita insisted that the restoration be as authentic as possible — "I had to fight everyone to keep much of the original stuff" — it was a far cry from being the least expensive restoration. But the result is that *Sea Diamond* is again one of the world's fine yachts. And that Cita has nothing but admiration and praise for the skills of the craftsmen of the Northeast who did the work.

"I was so impressed by the craftsmanship in Rhode Island," says Cita. "No matter if it was the interior work the previous owner had done, the spruce mast I had built, the rigging, or anything

else, the skills and pride of the workers in that part of the world are very impressive. I don't want to criticize the West Coast, but there's a whole different mentality toward classic yachts in the Northeast, as people really appreciate them. In that way they are different animals, and I loved it."

Cita also loved the cruising in the Northeast. "I had a blast back there two summers ago with *Sea Diamond*. We cruised to Nantucket, Cuttyhunk, Woods Hole, Block Island, Boston Harbor — we went everywhere. There are so many places to go, and what fun it all is! Unfortunately, it was freezing all summer

Spread: The mighty 'Sea Diamond' on the hook off Punta Mita. She's played host to many rock 'n rollers over the years. Inset: Mast step area.



Cita and Doña de Mallorca survey the wide expanses of 'Sea Diamond's' beautifully restored foredeck. Note the gleaming varnish.

and I remember Sharon and me doing a lot of running through the rain. I heard that the weather last summer — most of which we spent out at unusually cold and chilly Catalina — was much better."

One of the most enjoyable events back East for Cita was participating in the Newport Bucket, which is fun racing for great yachts in the 100-ft — or close to it — range. Jim Clark's 287-ft schooner

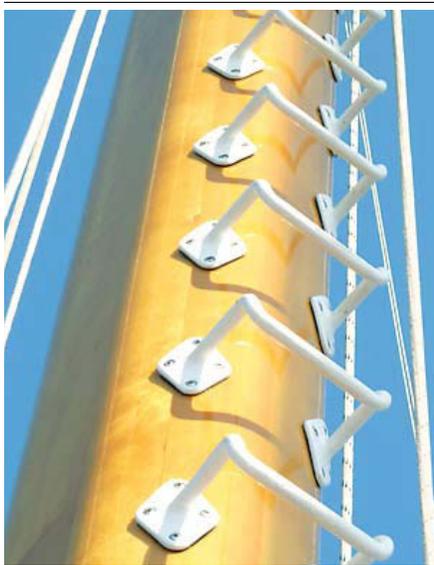


CITA AND

Athena was the committee boat, there were several brand new J Class yachts, and Tom Perkins was on hand with his 122-ft classic motoryacht *Atlantide*, which was built in 1930. Fun-loving Cita outfitted her crew in coconut shell 'bras' and grass skirts to walk away with the prize for the Best-Dressed Crew.

Launched with the improbable name of *Bar-L-Rick*, the Rhodes motor-sailer had originally been built as an avant garde yacht for the Sperry Electronics Company of New York to showcase their futuristic electronic goodies — and to no doubt entertain management and clients in style.

A year later, she was purchased by William Bartholomew, Cita's uncle. He rechristened her *Sea Diamond*, mostly because the family's money came from owning the Diamond Bar Ranch which, although only 27 miles southeast of Los Angeles, was once the largest operating cattle ranch in the West. Diamond Bar is now a city of 60,000 people and it hopes to be the site of a new football stadium



'Sea Diamond' originally had steps up the mast and a crow's nest, so Cita insisted that the new mast be outfitted the same way.

for an NFL team.

While the general public may have known William Bartholomew primarily for having his 180-ft motoryacht *Para-*

gon sink in Newport Harbor as a result of the famous hurricane of '38, and for being murdered by his maid — she got off — he was also an accomplished sailor. For example, he represented the U.S. in sailing in the '36 Olympics. Then he campaigned the 8-Meter *Yucca*, a yacht that in recent decades Sausalito's Hank Easom has sailed to hundreds of first-place finishes. He also owned *Senta*, a 55-ft schooner that was the sistership to Humphrey Bogart's *Santana*, now owned by the Bay Area's Paul and Chris Kaplan. In fact, Bartholomew and *Senta* were victorious in a famous match race between the two famous yachts.

It was from Cita's early days on *Sea Diamond* that she developed her passion for the sea — and for *Sea Diamond*. "I remember a lot of trips to Catalina on the yacht, with everyone going over the boat with chamois all the way to Moonstone," she laughs. "My uncle was an absolutely meticulous man. All shoes, for example, had to be left on the dock, and the crew was up the rig each morning at 7:30 to dry the drips of moisture off the varnish.

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And because William was a perfectionist, *Sparkle*, *Sea Diamond's* tender, had to be perfect, too. In fact, I've just acquired *Sparkle*, and she'll be restored to her original condition."

There was fun on the ketch, too. "One of my best memories is of sailing back to Newport from Catalina at 8.5 knots with the rail almost under. *Sea Diamond* was going as fast as she could possibly go because William was one of Newport's great sailors."

But Cita's biggest motivation in buying *Sea Diamond* was knowing how beautiful she'd been in her youth, and how, after being out of the family for 47 years, she could be made stunning once again. Having accomplished those goals, Cita keeps marveling at how successful the project has been. "Isn't this joinery



With her stylishly ripped top, Cita poses at the helm of 'Sea Diamond'. She makes no apologies for not steering or working on the engines.

magnificent?" she says as she frequently runs her hands over parts of the interior woodwork. And it is.

Cita is not alone in her appreciation of *Sea Diamond*. We can't tell you how

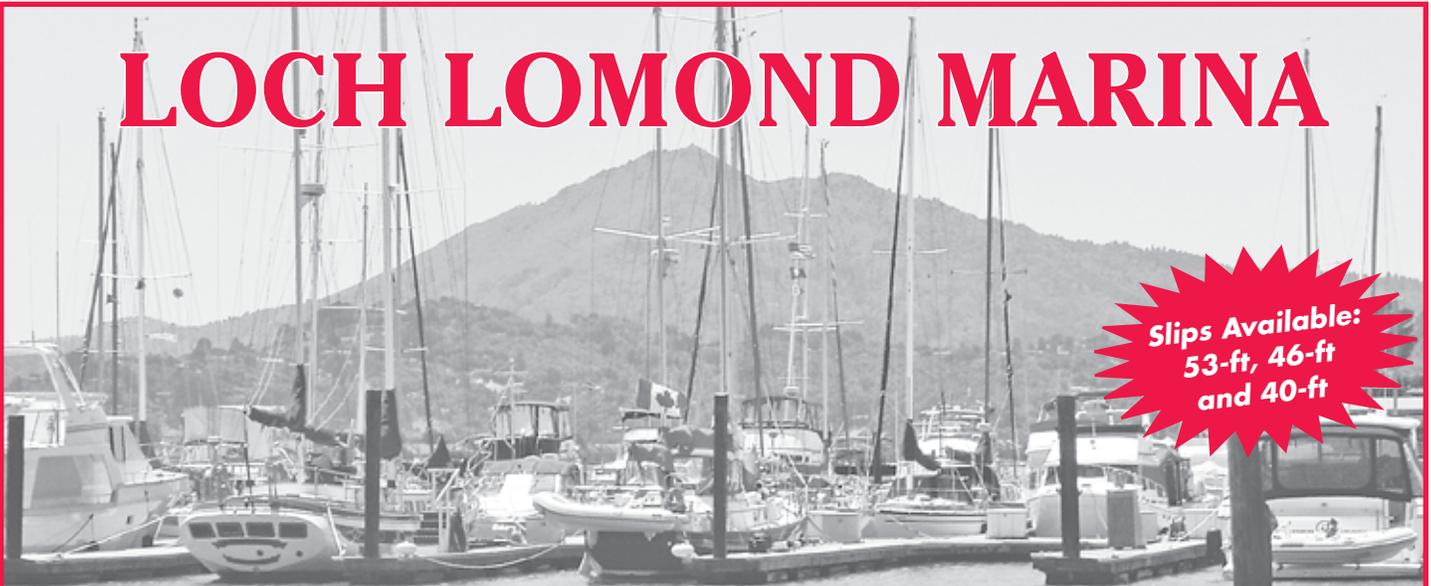
many cruisers have told us what a treat it's been for them to have stayed in the same marina or on the hook in the same anchorage as the gorgeous yacht. There is no envy, just appreciation.

S*ea Diamond*, with Rob Wallace as captain, will soon be returning to Newport Beach to prepare for her entry in the Aloha, or cruising class, of the TransPac. "I know *Sea Diamond* is no racing machine," laughs Cita, "so if the race committee lets us start tomorrow, maybe we'll have a chance of being competitive." Race committee or not, we're confident that Cita will place at the top in the 'Having Fun' class.

After that, it's on to the South Pacific. "Given her shallow draft, *Sea Diamond* is perfect for sailing among and around the islands. I've lived in Maui," Cita laughs, "and that's not my idea of an island."

— **latitude/rs**

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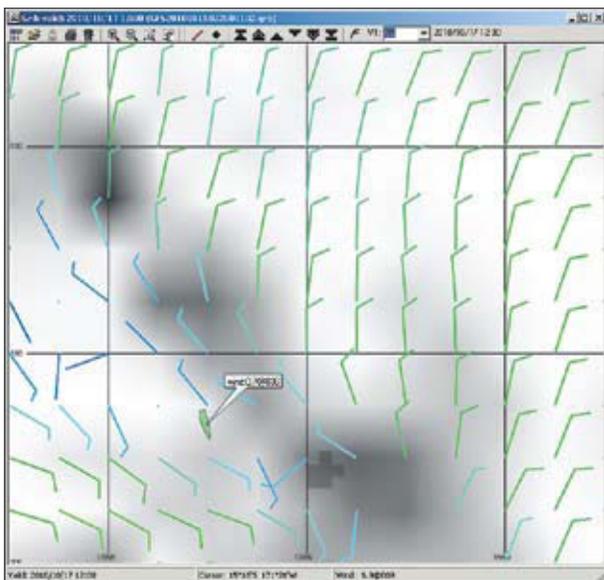
FAIR WEATHER SAILOR —

I've always thought a "real sailor" should be able to look at the sky, tap the barometer and know exactly what will be coming over the horizon. But no matter how many weather books I read, it just doesn't all fall neatly into place. Highs and lows on a two-dimensional weather fax are understandable, but throw in the troughs, ridges, 500 mb chart and the four dimensions that weather actually exists in, and, well, you can throw my comprehension to the wind.

The best sailors also seem to have a high tolerance for discomfort. Renowned solo circumnavigator Bernard Moitessier thought nothing of bashing hundreds of miles against the trades in a boat filled with chicken manure and kittens. No thanks. My wife Alene and I hate snotty weather. If we can avoid putting our books down and pulling the foulies on, we will. So steering clear of uncomfortable conditions is a priority aboard *Migration*. Sailing smoothly under a clear sky is elation. But bashing upwind, or bombing downwind in blustery conditions and pouring rain — not so fun.

During the past three years cruising the South Pacific, we've come to rely on a few easily understood weather products to help us sail in the weather we most appreciate, and to prepare for the stuff we don't. They are all products you can download from Saildocs, a free email-based document retrieval system. We use both SailMail and Winlink aboard *Migration* and it seems that most

Rain data in a GRIB makes it easy to spot this passing front. The forecasted wind speeds are rarely correct when you see a mishmash of wind arrows as below. But in normal trade wind conditions, the GRIBs are usually accurate to within 5 knots, generally forecasting slightly less wind than you'll experience.



cruisers these days use at least one of them. This article focuses on weather forecasting when Internet access is unavailable. But remember that Saildocs is available to any computer with an email connection — not just SailMail and Winlink users via an HF radio.

GRIBS

For most of us, GRIB files are to weather as GPS is to navigation. But just as an accurate GPS position with inaccurate charts can lead to disaster,

*I hate snotty weather.
If I can avoid putting my
book down and pulling
the foulies on, I will.*

so can relying on GRIBS as your sole means of forecasting. GRIBS are computer models that do a good job much of the time, an average job some of the time. AirMail (the computer program used to access Winlink or SailMail) makes requesting GRIBS easy. Most AirMail users are familiar with requesting GRIBS so I won't go into detail here.

Use them for an overview of the weather before and during your passages. Keep the boundaries limited to just the area you need: smaller in settled weather or for short passages, larger (increasing the data grid) when conditions are changing or for long hauls. That reduces your download time, which keeps the shared airwaves clear for other users. Don't bother downloading pressure (PRMSL) for small areas. Your file size will be increased with data that is irrelevant. Better to include RAIN data which is useful for spotting bad weather.

Spot GRIBS

Most of our time cruising is spent at anchor — usually with good shelter. But a change in the wind can turn a safe anchorage into a midnight muddle. I always want to know what to expect in the coming days so I can move to a safer spot if necessary. There's no need to download a GRIB that covers hundreds of square miles when I only want to know what will be happening above my head. That's where

the Spot GRIBS shine. A Spot GRIB is a text forecast extracted from the GRIB data for an exact location. They are very small (about 2 kbytes), thus giving you a quick download. Most importantly, the spots provide you with Lifted Index data. The Lifted Index (LFTX) is a measure of the vertical movement of air. As such, it's a good indicator of the chance of squalls, especially when coupled with rain forecasts. The more negative the LFTX, the faster and higher the cumulus clouds grow. You can't have squalls without cumulus. Generally, positive numbers represent settled weather, anything more negative than -3 means there is a potential for squalls. I subscribe to a Spot GRIB for the entire time I'm in a certain area. Obviously you don't have to change the Spot's location if you move to an anchorage only a few miles away.

To request a Spot GRIB, click on the crosshairs symbol on the left side of AirMail's GRIB Request Window. Click your location on the chart, then select the Request button to set forecast times and the data desired. GRIB data is released at 0000, 0600, 1200, and 1800 UTC. Set up your subscription to deliver the Spot just after one of these times. I like to pick up my weather in the morn-



SOUTH PACIFIC WEATHER SIMPLIFIED

ing, so in Tonga, which is UTC+13, I request the Spot for 1815 UTC. Then, if I connect to SailMail at 0800 local time, the Spot data will be only 45 minutes old.

Fleet Codes

GRIBS don't deal well with convergence zones, troughs, and squalls. Often they will forecast light winds while you are hanging on by your teeth in confused seas and driving rain. The tool I use to help decipher GRIB anomalies is the Fiji Met Service Fleet Code.

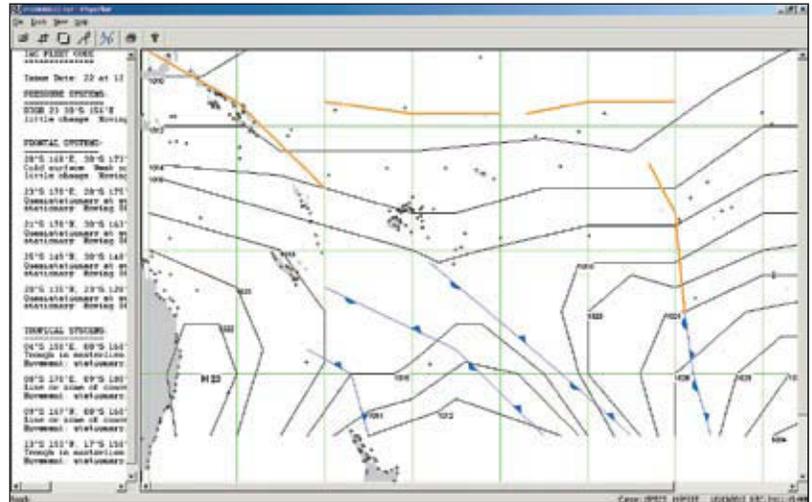
Fleet codes are an old system developed to transmit weather maps in a numeric format. In fact, they used to be sent via Morse Code. The benefit of the fleet code is that you get a surface analysis chart of the tropical South Pacific in about 2 kbytes. In contrast, a weatherfax downloaded from the Winlink catalog is 10-20 times larger. Create a daily subscription to the fleet code for the entire time you're travelling in the tropics. It will definitely help your understanding of the weather patterns. Most importantly, it lets you know where the convergence zones, troughs and fronts

These days, access to modern weather forecasting data gives sailors advance warning of threatening storms and squalls like this one.

are. These are what usually create rainy, squally, and windy weather.

To use the fleet codes, you must download the free PhysPlot program from the Internet before you go offshore (Google: download physplot). Create a shortcut to PhysPlot on your desktop. Next, request the fleet code from Saildocs (see sidebar). To view the chart, drag and drop the email you receive onto the PhysPlot shortcut. Make sure you've selected Tools - Atlantic/Pacific Centre in order to center the PhysPlot map on the South Pacific. You can drag the frame divider on the left side of the chart toward the right to display text that gives information on the strength, motion, and behavior of charted items.

If there's a front, trough, or convergence zone near you (or approaching), you can count on a change in the weather. Since this is a simple article,



Presto! PhysPlot can transform a text email into a surface analysis chart of the South Pacific. Notice how the front south of Tahiti has pulled the trough down to join its tail.

we won't discuss the intricacies of these weather systems. But remember these points:

- Strong highs (130mb or more) to the south create strong (reinforced) trade winds (the winds around highs rotate counterclockwise in the southern hemisphere).
- Generally, the southwest side of a convergence zone/trough has stronger, more southeasterly winds. The northeast side will have lighter and more easterly winds.
- If your GRIBS show very light winds switching directions quickly and the fleet code shows a convergence zone, trough, or front approaching, be on the lookout for difficult weather. You probably will not have the light winds forecast by the GRIBS. Watch for squalls.
- Fronts passing to the south often suck convergence zones/troughs down towards their tails.
- When fronts pass, be prepared for embedded squalls with higher winds than the GRIBS forecast. Thankfully, these are usually short-lived.
- The unsettled weather around convergence zones/troughs doesn't always create strong winds. But flopping around in light winds interspersed with rain showers doesn't make for enjoyable passage-making.
- Convergence zones, fronts, and

Web Resources for South Pacific Weather

- Soggy Paws' website: www.svsoggypaws.com/pacwx-understanding.htm
- Bob McDavitt's Met Pack (excellent book on So Pac Weather): see Soggy Paws' website
- Mr. John's Guides: links found at yachtmrjohn.blogspot.com
- Jim Corenman's '94 Latitude 38 weather article: see Features at www.latitude38.com



FAIR WEATHER SAILOR —

troughs are often stationary or quasi-stationary. Rather than waiting for them to pass, you may have to change location to change your weather.

The Fiji Marine Weather Bulletin

(nadi.sopac) is a useful accompaniment to the Fleet Code as it provides information on the width of the convergence zones and fronts.

Saildocs and South Pacific Weather

Any email client can request documents from Saildocs. Below is an example that retrieves the products discussed in this article: GRIB, Spot Grib, Fleet Code, Fiji Marine Weather Bulletin, and McDavitt's Weathergram.

TO: query@saildocs.com
SUBJECT: <leave blank>
MESSAGE BODY:
SEND GFS:18S,22S,176W,169W|1,1|0,6..120|
WIND,WAVES,RAIN
SEND Spot:18.7S,174.0W|5,6|WIND,RAIN,LF
TX
SEND fleet.nadi
SEND nadi.sopac
SEND nz.wgrm

Other Useful Saildocs Products for the Tropical South Pacific:

- NWS Hawaii High Seas: (0 to 25S, 120W to 160E): FZPS40.PHFO
- Fiji Met Service South Pacific (0 to 25S, 160E to 120W): nadi.sopac

- Australia MetArea 10 High Seas (0 to 28S, 142E to 170E): Met.10ne
- NZ Met Service Subtropical High Seas: nz.subtrop

Regional:

- French Polynesia (in French) fr.poly
- Cook Islands: nadi.cooks
- Niue: nadi.niue
- Fiji: nadi.fiji
- New Caledonia (in French): ncal.marine

Saildocs also delivers web pages, first stripping out the HTML and graphics. Precede the URL with the word SEND. If you find a useful weather web page, test it when you have an internet connection to make sure it translates legibly. Here are a few examples:

Samoa: send <http://weather.noaa.gov/pub/data/raw/fz/fz50.nstu.cwf.ppg.txt>

Tonga: send http://www.met.gov.to/index_files/routine_forecast.txt

For more information on using Saildocs and GRIBS, see www.saildocs.com.

McDavitt's Weathergram

Bob McDavitt is the Weather Ambassador for the New Zealand Meteorological Service (Met Service). Subscribe to his weekly (each Sunday) discussion of South Pacific tropical and sub-tropical weather. His Weathergram is a great tool for learning how South Pacific weather works, and to help find a weather window to or from New Zealand. Looking out an entire week, he can't be spot on all the time, but if he says "Don't go," I'd listen.

Other Tools

I guarantee the day will come when you'll be hit by weather you didn't expect. It even happens to professional weather forecasters. Weather is incredibly complicated, and the method we use on *Migration* is far from perfect. There are plenty of other weather products that you should be familiar with and use as needed — especially for the passage to New Zealand (see sidebar).

There are, however, two tools that you already have that don't require a

The Newest Class on the Bay

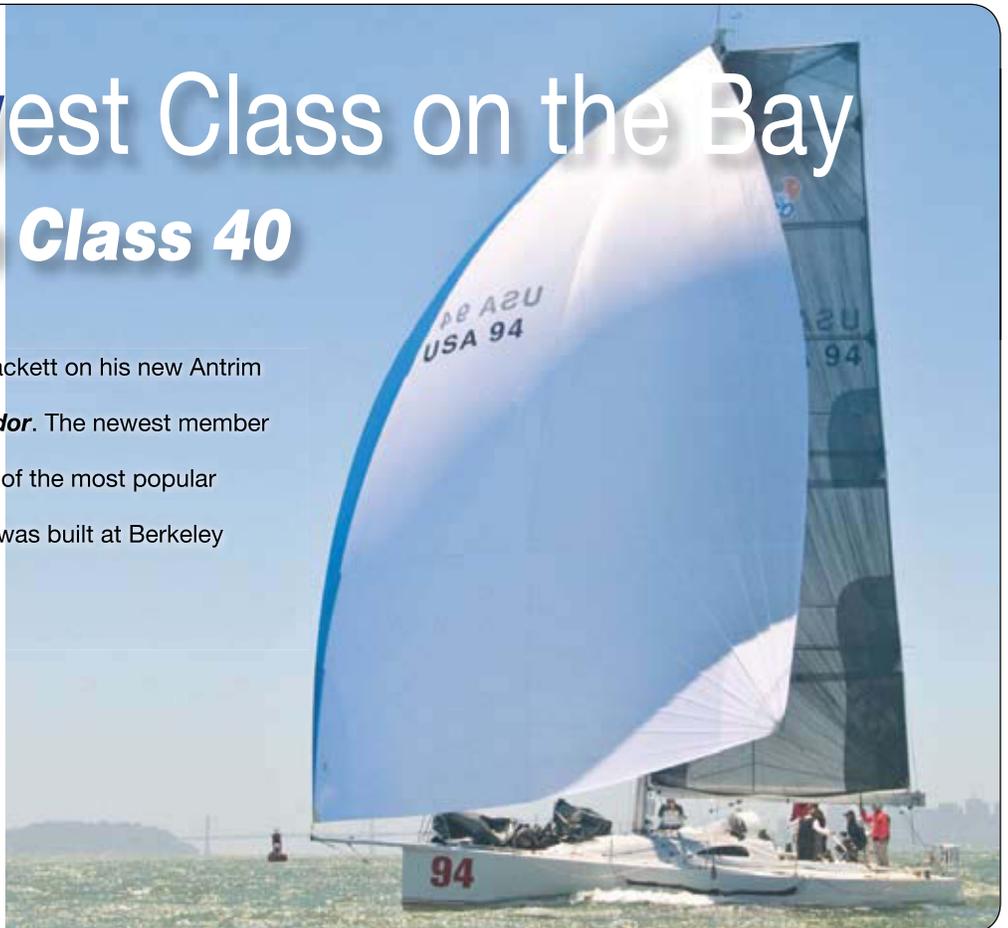
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Your Eyes: Regardless of what the GRIBS say, if it looks nasty outside, and you have a bad feeling in your gut, don't go. Don't let the herd mentality overcome your common sense.

Your Schedule: When you have the ability to wait for the weather you want, it makes all the difference. Sure you might be forced to stay several extra days at an island that you feel you've 'done'. It's your choice: stay another couple of days in the same place, or leave in the nasty stuff just to get to the next port.

We've met people who've told us "We don't watch the weather that closely. We just deal with what we get out there." More power to those hardy



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types! We're not that kind of sailor. Call us wimps, chickens, cream puffs. It's OK. If you want, you can even call us fair weather sailors. Our response? May it always be so!

— **bruce balan**

I've kept this simple in order to provide info to a broad audience, and have tried to make it as complete as possible within its limited scope. The passage to New Zealand leads you out of the tropics and into weather patterns that aren't addressed here. Nor are cyclone seasons. Thanks to Bob Mc-Davitt, Jack of Whoosh, John of Mr John IV, March of Passages, Sherry & Dave of Soggy Paws, and Susanne of Cheshire, for their help with this article. And to Jim Corenman, the creator of Saildocs, without whom none of this would be possible.



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CORINTHIAN MIDWINTERS

After what seemed like a month's worth of cold and dreary, morning frost-on-the-docks weather, Bay Area racers finally got a break when a high pressure system settled in off the Northern California coast. Thankfully, that break coincided with the first weekend of the 60th anniversary edition of the Corinthian YC's Midwinters on January 15-16.

Under sunny skies and temps that seemed to get up into at least the high 60s, 110 boats in 12 handicap divisions, and 26 boats in four one design divisions, made it to the starting line for what proved to be a primo weekend.

After a brief postponement, racing got underway on Saturday with most of the larger-boat classes being sent on a Bay tour that started at Knox. After a short fetch to Yellow Bluff, they headed down the Bay toward Blossom. To their dismay, the Central Bay was the site of a battle royal between the northerly that had carried the first starters to Yellow Bluff, a weak southerly, and a weak westerly.

The first few classes reached Alcatraz only to park up in a big transition zone. While many boats carried enough breeze to eventually draw even with the southern tip of the island on their first try, a combination of the breeze shutting off completely and the massive, runoff-fueled ebb meant that entire classes got flushed all the way back to the northern tip of the Rock en masse regardless of which side of Alcatraz they tried to pass.

It took some boats multiple tries to get past the island and down to Blossom, and those who were able to successfully negotiate that part of the course ended up getting pretty launched. In PHRF 1, Gary Redelberger's Farr 36 *Racer X* was the only boat in the leading group to get past the north side of Alcatraz, only to be flushed back toward the Gate after squeaking around. *Racer X* was able to find relief on the Cityfront though, and rounded Blossom in front of Jonathan Hunt's turboed 1D35 *Dark n' Stormy*, which had taken the inside route to begin with. Next up was Steve Stroub's SC 37 *Tiburón*, which escaped the Alcatraz north-side wormhole to lead the remaining boats to the buoy.

From Blossom, it was an easy fetch with few passing opportunities — unless you were in a later-starting division. Then you were probably passing everyone who had

started before you — up to Southampton Shoal in an 8- to 12-knot northerly, before a primarily starboard-tack beat to a race deck finish off Corinthian YC.

Sunday's race — which saw the big boats get the same course as Saturday — started off much the same way, albeit minus the sun, which had a hard time penetrating a thin carpet of valley fog that accompanied the 8- to 15-knot northerly breeze. Sailing the same course as Saturday, the fleets found that getting past Alcatraz was a much easier task with the breeze holding pretty much the entire way around the race course. After a little over a half-an-hour, the bigger boats were already around Blossom; the day before, it had taken them

about two hours!

Although there are more than a few class leaders who notched a 2-1, honors for the top performance for the weekend in one's division were split between Jim Gibbs' Express 27 *Moonlight* in PHRF 5, and Scott Eason's Farr 30 *Eason Rigging* (aka *Eight Ball*) in PHRF 2. *Moonlight* scored a pair of bullets in a tough PHRF 5 that has Steve Carroll's Express 27



— MAKE THE SUN SHINE

Tule Fog and Gordie Nash's Modernized Santana 27 *Arcadia* in second and third places respectively. Meanwhile Easom and company were regularly running with "the faster" pack in PHRF 1 on their way to two firsts.

Of course one of the highlights of the Corinthian Mids is the Aotea Team Trophy, named for member Peter Hogg's record-setting Antrim 40 trimaran, which is very sadly no longer with us. Fittingly, the Corinthian YC's *CouldNaThinkaOne* — the trio of Jim Snow's Cal 20 *Raccoon*,

Jan Borjeson's Elliot 1050 *Basic Instinct*, and Jim Erskine's Cal 33-2 *Kira* — leading the high-point scoring over neighbor San Francisco YC's *Can of YucQa*. The latter, which consists of Richard vonEhrenkrook's Cal 20 *Can O' Whoopass*, Hank Easom's 8 Meter *Yucca* and Glenn Isaacson's Schumacher 40 *Q*, is just five points back. This should prove to be a close one.

There were some familiar faces in new boats over the weekend. Buzz Blackett's Antrim Class 40 *California Condor*, which

has been spreading her wings in the Golden Gate YC's mids, made her first Corinthian Mids appearance, while John Clauser and Bobbi Tosse's 1D48 *Bodacious+* made her first Corinthian Mids appearance since

they stepped up to the former *Cal Maritime* after decades of heavily-campaigning their Farr One Tonner *Bodacious*.

The club chose to commemorate 60 years of Corinthian Mids by taking Sailors for the Sea's Clean Regattas Pledge. Based in Newport, Rhode Island, Sailors for the Sea (www.sailorsforthesea.org), which we first encountered at the '09 BVI Spring Regatta, provides third party certification that a regatta is run in an environmentally responsible way. Practically, this meant that there was an abundance of recycling bins, water stations ashore to reduce the amount of single-use plastic bottles, and biodegradable drink cups for post-race libations. Although the program has been growing in popularity for the last couple years, this was the first time a Bay Area club has signed up for the program.

With some tight leaderboards, there should be some good battles this month when the counter part of the series wraps up on February 19-20. We say the "counter part of the series," because this year, the club has included a bonus pursuit race on March 19 that doesn't carry any



Clockwise from above — the Blossom Rock Buoy showing the river of ebb as 'Sapphire' slides past; the cruising cats had their own division for the second year in a row, Leo Brodeur's Belize 43 'Chat de Mer' rolls along; Scott Easom's Farr 30 'Easom Rigging' aka 'Eight Ball' chases Richard Courcier's Farr 36 'Wicked' and Buzz Blackett's Antrim Class 40 'California Condor' toward Southampton Shoal; fighting the ebb to get to Blossom; John Clauser and Bobbi Tosse's 'Bodacious+' gets ready to hoist the spinnaker in her debut on the Bay; 'California Condor' claws her way against the ebb.



ALL PHOTOS: ERIK SIMONSON/WWW.H2OSHOTS.COM

CORINTHIAN MIDWINTERS

scoring weight, but should hopefully prove to be just as much fun as the rest of the series.

— **latitude**/rg

CORINTHIAN YC MIDWINTERS SERIES STANDINGS (2r. 0t)

PHRF 1 — 1) **Wicked**, Farr 36, Richard Courcier, 6 points; 2) **War Pony**, Farr 36, Mark Howe, 6; 3) **Tiburon**, SC 37, Steve Stroub. (10 boats)

PHRF 2 — 1) **Easom Rigging**, Farr 30, Scott Easom, 2 points; 2) **Mirthmaker**, Archambault 35, Kirk Denebeim/Doug Holm, 5; 3) **Willow**, Centurion 40s, Bob Braid, 9. (13 boats)

PHRF 3 — 1) **Jarlen**, J/35, Robert Bloom, 3 points; 2) **Bloom County**, Mancebo 31, Elliot James, 5; 3) **Baleineau**, Olson 34, Charles Brochard, 9. (12 boats)

PHRF 4 — 1) **Max**, Ultimate 24, Bryan Wade, 4 points; 2) **Kuai**, Melges 20, Daniel Thielman; 3) **White-Jacket**, Etchells, John Sutak, 6. (8 boats)

PHRF 5 — 1) **Moonlight**, Express 27, Jim Gibbs, 2 points; 2) **Tule Fog**, Express 27, Steve Carroll, 5; 3) **Arcadia**, Modernized Santana 27, Gordie Nash, 9. (10 boats)

SF BAY 30 — 1) **Shameless**, Schumacher 30, George Ellison, 3 points; 2) **Toy Box**, Capo 30, Pete Campfield, 5; 3) **Takeoff**, Laser 28, Joan Byrne, 6. (5 boats)



Steve Stroub's SC 37 'Tiburon' leads 'Wicked' toward Blossom; the bow wave is the ebb . . .

CRUISING CATS — 1) **Serenity**, Seawind 1160, J.E.B. Pickett, 3 points; 2) **Chat De Mer**, Belize 43, Leo Brodeur, 4; 3) **Lanikai**, Seawind 1160, John Brady, 5. (4 boats)

MULTIHULL — 1) **Shadow**, Formula 40, Peter Stoneberg, 2 points. (1 boat)

EXPRESS 37 — 1) **Stewball**, Bob Harford, 5; 2) **Bullet**, Michale Maloney, 6; 3) **Exy**, Chris Sears, 6. (6 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 4 points; 2) **Donkey Jack/Donkey Jenny**, Rolf and Shannon Kaiser, 6; 3) **Roxanne**, Charles James, 7. (8 boats)

CATALINA 34 — 1) **Amandla**, Kurt Magdanz, 3 points; 2) **Sirius**, Diana Fischer, 5; 3) **Ka-Nina**, Gary and Erin Stypulkoski, 7. (6 boats)

ALERION EXPRESS 28 — 1) **Dream**, Kirk Smith, 3 points; 2) **Snowbird**, Michael Tomlinson, 4; 3) **Mil Besos**, Chris Vaughan, 6. (6 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 3 points; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson, 7; 3) **Seaghost**, Beneteau, Ron Roberts, 10. (10 boats)

NON-SPINNAKER 2 — 1) **Kira**, Cal 33-2, Jim Erskine, 4 points; 2) **French Kiss**, Beneteau 350, Dave Borton, 4; 3) **Phoenix**, Catalina 320, Jon Roilien. (9 boats)

NON-SPINNAKER 3 — 1) **No Agenda**, Newport 30 Mk. II, Brian Forster, 6 points; 2) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook, 9; 3) **Tenacious**, Catalina 30, Aaron de Zafra, 9. (8 boats)

Complete results at: www.cyc.org

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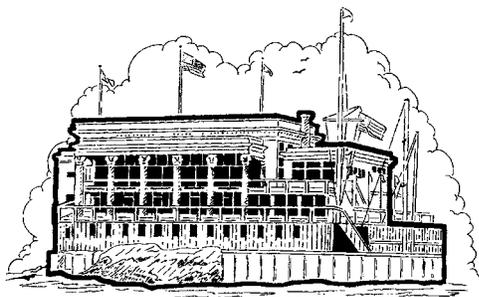
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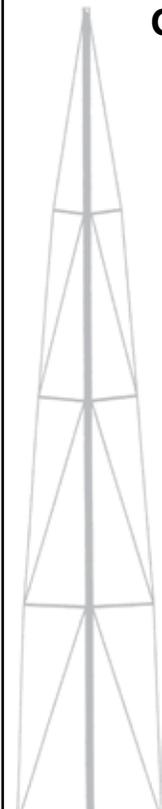
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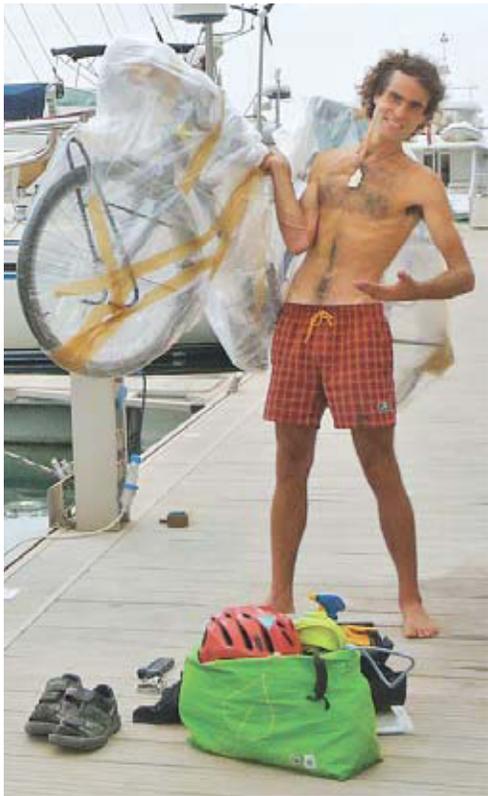
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AROUND THE PLANET —

One thing we've learned during three decades of interviewing sailors in far-flung destinations, is that first impressions don't always give us the whole story.

That was the case when we met



With his bike secured for wet weather, and his whiskers shaved clean, Olivier prepares for his first sailboat ride, out of Agadir, Morocco.

a bright-eyed, young Frenchman in Moorea recently, with wild curly hair and a dark, bushy beard. Crewing on the 113-ft German schooner *Infinity*, Olivier Peyre was one of a dozen young travelers aboard who seemed to be completely carefree, and living for the moment. But there was much more to Olivier's story.

Turned out he is a modern-day Don Quixote who's chasing what most would consider to be an impossible dream: to circumnavigate the globe utilizing virtually no fossil fuels. That is, via bicycling, paragliding and sailing. You may wonder why this West Coast-centric magazine would shine its editorial spotlight on this curious Frenchman — who's probably never even been to our San Francisco home port. The reason is we admire his upbeat, optimistic spirit, his seemingly limitless energy, and his youthful idealism — qualities that seem to be sadly deficient in many American young people these days. Perhaps it's a throwback to our own idealistic youth,

but we always have to applaud a young person who sidesteps the conventional path through life to chase his or her dreams — no matter how ambitious or seemingly unattainable.

Olivier, who's now 30, set out from Grenoble, France, in July, 2008, pedaling south with a lightweight mountaineering kite strapped on his back and a few possessions tucked into the saddle-

He is a modern-day Don Quixote who's chasing what most would consider to be an impossible dream.

bags of his bike. After roughly 1,000 miles of pedaling, he reached the Strait of Gibraltar. Along the way he'd occasionally soar above the landscape in his paraglider, as part of his self-proclaimed mission to paraglide at least once in every country he visits. "That's my way of getting what I call the 'freedom feeling'. It's an amazing way to discover the landscape, mountains and islands. My quest is for freedom. I see the world as a place to be explored, and I want to see it all!"

In order to reach Morocco, on the north coast of Africa, he crossed the 8-mile-wide Strait of Gibraltar on a ferry, thus compromising his no-fuel commitment. But when you hear about his efforts elsewhere, you'll give him a pass on that slight indiscretion, just as we did.

In Morocco he hitched his first sailboat ride aboard a French-flagged Amel Super Maramu headed to the Canary Islands. As an adolescent he had poked around a bit in dinghies and small cats, but he admits he knew virtually nothing about sailing when he caught that first ride. We suspect his broad smile and infectious enthusiasm got him that gig.

In the Canaries, he caught a ride on a big Swiss catamaran that was headed to Senegal — one of two dozen boats participating in the Ile de Soleil Rally, which runs from the Canaries to Senegal, on to the Cape Verde Islands, then across the Atlantic to Bahia de Salvador, Brazil. In the Cape Verdes he changed to another big cat, and by the time he arrived in South America, the

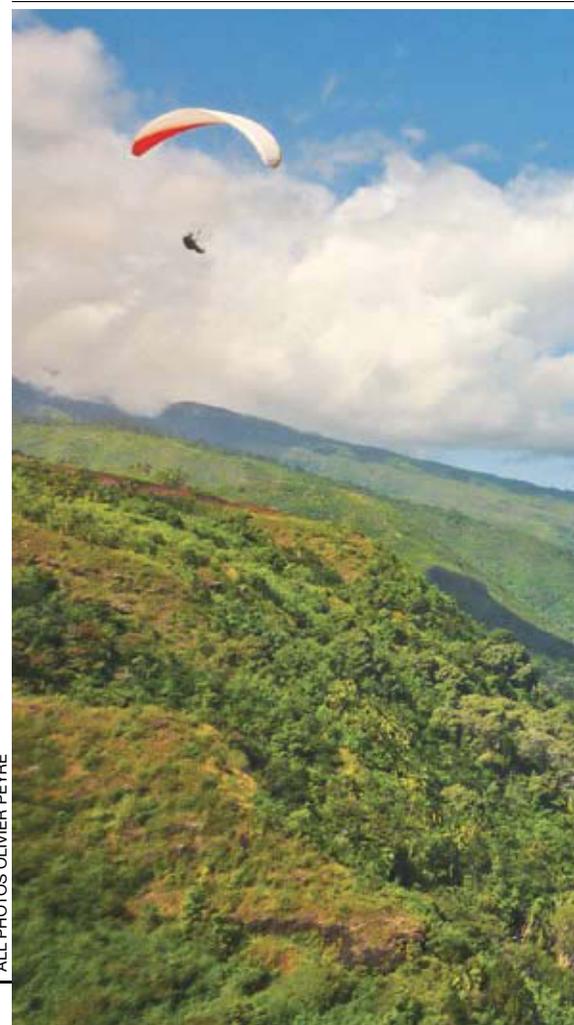
young crewman had become a competent watchstander. But it was time to say goodbye to sailboats for a while and get back on the bike.

When you hear how this young adventurer pedaled 2,000 miles along the Brazilian coast in the torturous summer heat, then nearly another 1,000 up and over the Andes from Argentina to Santiago, Chile, you'll understand why his body is as lean as a greyhound's, with not a fraction of an ounce of body fat.

Throughout his land travels, Olivier seemed to be carrying a protective angel on his shoulder. He had some hard luck with breakdowns and bad weather, but all through South America no one ever hassled him. "São Paulo, for example, is supposed to be one of the most dangerous places in the world, but I had no problems. People were so nice to me!"

No doubt one of the toughest parts of

Spread: Olivier soars above the lush coastline of Tahiti. Right: An equator-crossing celebration en route from the Cape Verdes to Brazil.



ALL PHOTOS OLIVIER PEYRE

BY KITE, BIKE & SAIL

his South American travels was pedaling over the snow-covered, 12,500-foot pass that bridges the spine of the Andes. Although the locals all thought he was crazy as a loon for attempting it, he was determined to pedal or push his bike the whole way. Near the summit, where the towering statue of Christ the Redeemer stands vigil, there is a tunnel that he was not allowed to pedal through. Rather than compromise his commitment by putting the bike on a truck, he followed a dirt track over the ridge that soon turned to ice and snow.

He got a bit lost, but eventually made it to the Chilean side where road workers told him he was lucky to have survived, as those mountains are riddled with unexploded land mines from a war in the late '70s between them and their Argentine neighbors.

Olivier's girlfriend, Nadège, joined the adventure in Chile, and together they rode north along the coast, across the Atacama Desert — certified as the driest place on earth — and on across

the Bolivian Altiplano. Although the going was often tough, parts of that trip were magical, such as crossing the 125-mile-long Salar de Uyuni, the world's largest salt flat. With a light following breeze, Olivier launched his paraglider sail, and rigged it to tow both Nadège and himself on their bikes. The big kite swept them along for hours at nearly 20 knots. "That was amazing!"

In Ecuador, Nadège had to return home to work, so Olivier continued on solo to the Caribbean coast. From Santiago, Chile, to Cartagena, Colombia, he'd pedaled at least 3,000 miles through all sorts of terrain, at altitudes as high as 13,000 feet. He later wrote, "Like Moitessier said about his boat, I'd say my bike, named Baroudeur, has a soul."

As much as he loves biking, though, we have to believe he was relieved at the prospect of traveling under sail again. In Cartagena he hooked up with a couple of wild and crazy young French guys who'd escaped from a dark life in the "ghettos of Paris," then bought



AROUND THE PLANET —

a fixer-upper sailboat and somehow managed to sail it across the Atlantic and Caribbean. When Olivier jumped aboard, they were headed for Panama. "That boat was a disaster," he recalls with a laugh. "My headlamp was the only working light on the boat," he says. There were no electronics — even the compass was broken. And there were no mattresses on the bunks. Nevertheless, Olivier had a great time aboard her. "Compared to my transatlantic crossing on super-modern vessels, this way of sailing appeals to me more," he wrote later. "This is the real *soul* of sailing."

At Colon, Panama, where the young

Frenchmen nearly got mugged at knife-point, Olivier discovered he could make some easy money — and hunt for a ride

"I learned that you can't always be lucky."

across the Pacific — by offering his services as a linehandler. He made six Canal transits and got all sorts of offers to crew. The ride he accepted was from

"an awesome Canadian guy" who was headed to the Galapagos. From there, Olivier caught a ride aboard a sleek, fast, French sloop for the crossing to the Marquesas, then on to the Tuamotus and Tahiti. We met him there last June at the Tahiti-Moorea Sailing Rendezvous.

It was during the ocean crossing to the Marquesas that Olivier first saw another side of hitchhiking, as there was some unpleasant friction within the crew. "I learned that you can't always be lucky," he says. "Sometimes you just have to handle conflicts on board as



BY KITE, BIKE & SAIL

well as you can."

But as every veteran cruiser knows, vagabonding around the world on boats tends to be a balance of highs and lows. And if you have the right attitude, the lows can serve to accentuate the highs. For Olivier and Nadège — who rejoined him in Tahiti in July — a definite high point was observing the total solar eclipse, July 17, from a remote atoll in the Tuamotus. The young lovers cherish their memories of their time in those

coral-fringed atolls, where life is slow and the islanders live mostly off the bounty of the sea and land, honoring age-old traditions.

For a month, Olivier and Nadège camped at an uninhabited area of the Makemo atoll. "We were trying to make our common dream come true," she wrote later, "living like Robinson Crusoe and Friday." They slept in hammocks, caught rainwater with a tarp and, as Nadège put it, "fed ourselves with what

nature brought to us — fish, shellfish, and coconuts."

Probably the most impressive highlight of their stay there came during the annual Heiva cultural celebrations, when islanders compete in all sorts of music, dance and sporting competitions. Just for the fun of it, both Olivier and Nadège entered the centuries-old fruit-carrier's race, where contestants have to run around a course carrying a wooden pole weighted at each end with stocks of bananas — 33 lbs for women and 65 lbs for men. To the amazement of the locals, Nadège took second in the women's heat, and Olivier — who looks like a stick figure compared to

Clockwise from upper left: A cigar to celebrate crossing the equator on the way to the Galapagos, landing a big one, crewing in the Canal, a crazy ride to Panama, soaring over Rio de Janeiro, Nadège checks the view from the speaders, breezing across the Bolivian salt flats, a mid-ocean repair.



AROUND THE PLANET BY KITE, BIKE & SAIL

the brawny Polynesians — somehow won the men's race. That definitely earned them 'street cred', and for the rest of their stay they were hailed as champions, offered drinks and flower leis — and even tickets to the island's disco.

While in French Polynesia, the couple did several stunts of crewing aboard a big luxurious sailing yacht, although Olivier, being a minimalist, felt a bit conflicted about supporting such opulence. Nevertheless he knew it was much too good a gig to pass up. The last ride aboard this yacht took them from Tahiti to Vava'u, Tonga — a 1,400-mile passage. But in the first hour after arriving they ran into some of their favorite cruising friends aboard a Gulfstar 50. This French family was leaving the next day for New Caledonia, and offered Olivier and Nadège berths for the passage. They hadn't even stepped ashore in Tonga yet, but the serendipity of the offer was too good to



Wearing special protective glasses, Nadège observes the beginning of the total solar eclipse last July on Makemo atoll in the Tuamotus.

pass up.

Noumea, New Caledonia, is where Olivier's world tour has taken an unexpected delay, as he's found a 'green energy' job that he loves — and that will replenish his cruising kitty. We have no doubt, however, that he'll complete his mission eventually, and have countless more adventures during the remaining

12,000 miles that lie ahead, before arriving back in France.

We've got to hand it to Olivier. While thousands — perhaps millions — of would-be world cruisers spend years and years perfecting their sailing skills, paying off and preparing their boats for blue-water sailing, and fattening up their cruising kitties, here's a guy who slipped into the cruising life almost effortlessly, simply by sticking out his thumb and flashing a genuine ear-to-ear smile.

So maybe it really is true what they say: attitude is everything.

— **latitude/andy**

To learn the rest of the story and see more of Olivier's great photos check out: www.flynroll.com. His paragliding feats would not have been possible without these sponsors: Ozone, Sup'air, Kortel Design and Verspieren Insurance.

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"That's why they call it the boom!"

Note to self: Never sail as cockpit crew on a boat with a boom that's so low it gets in the way of the cabin top winch handles, because that was all the skipper had to say when I got whacked in the head during an otherwise routine tack. I like to think that I've been sailing long enough to know when to duck, but the boom on this boat was so low it was practically in the bilge.

"Sure is lower than on my boat," I gasped as I finished cranking in the jib — once the boom was out of the way of the winch handle, that is.

"Oh, and you have to use the single-grip handles on those winches," he added, too late to do much good.

"Max!" cried Lee. "The trouble is that you're trying to duck. This boom is actually safer because it's low enough to hit you on the shoulder, not on the head."

Lee Helm and I were both sailing on this small ultralight owned by a friend from my yacht club. It was a great little boat. Fast and easy to work, but that boom was too low for anyone with a normal body type. Lee of course had no problem slipping under the boom during tacks and jibes, and neither did the other slender young women who were regular crew on this boat.

"Let me ask you something, Lee," I said after we were both back in place on the new windward rail. "Isn't it the luff that's more important than the leech for powering a sail?"

"For sure," answered Lee. "The region near the luff is where the pressure differential is greatest, and for most airfoils the lift is, like, centered at the one-quarter chord point, or one-quarter of the way back from the leading edge."

"And isn't it also true," I said as I probed the expanding lump on the top of my head, "that the area of a triangle is equal to the base times the height? Even if the triangle is obtuse?"

"For sure, for sure," Lee answered. "Actually base times height over two."

"So then what's with this droopy boom? The sail area would be bigger if the boom were at a right angle to the mast, no?"

"Only for triangular sails," she answered. "Think about a sail with a big roach."

"Even for a square-top main," I insisted. "The area of a rhombus is still base times height, and you get more area if the boom is perpendicular to the mast with no droop. So with a normal roach curve, which is somewhere between the triangle and the rhombus, I still think

there's more area if the boom and mast are at right angles."

"Bzzzt! Wrong!" declared Lee. "Look at how the maximum girths are specified under the default PHRF rules: Percentage of the foot length, and the foot length is measured along the boom. It doesn't decrease if the boom droops. So, like, even if the boom is radically drooped, the mid-girth and the upper quarter-girth of the sail stay the same length. The area of the top half of the sail increases because the girths are located based on the midpoint and quarter-point of the leech, not the luff, so they move farther apart when the leech gets longer. The area below the bottom batten gets smaller, but you still end up ahead in sail area with a low boom. Except that's not why droopy booms are fast."

As we discussed this, the wind was starting to fade and the boat was beginning to sail a little too straight up for the skipper's taste. First he had us pull our legs inboard, then he asked us to move to leeward, but it was too much of a squeeze for me to get through the space between the boom and the peak of the cambered cabin top.

"Wait, hold it there," he said when I was jammed under the boom and getting tangled up in the vang tackle. "This is about right for weight placement."

"As I was saying, Max, droopy booms are fast because they reduce the air spilling under the sail. When the boom is closer to the deck there's less pressure loss around the boom, less energy lost to root vorticity, less induced drag."

"And it really makes enough difference to be worth forever giving your guests and your crew all those conks on the head?"

"It's all good," she said as she checked the screen of her pocket GPS. "Since you filled up what was left of the gap with your, um, body, we've started pointing about two degrees higher."

"Wouldn't one of those newfangled vang covers accomplish this also?"

"Totally, that would be way cool. But it's against the class rules."

"This lump on my head should be against class rules, too," I grumbled. It was starting to hurt.

Lee took an uncharacteristic pause before responding.

"It's because sailcloth used to be stretchy," she finally pronounced.

"Didn't stretchy old cotton sailcloth allow the booms to droop even more?" I asked.

"Maybe," said Lee. "But consider how you would measure a boat in the age of stretchy Dacron or even, goddess forbid, cotton sailcloth. The stuff shrinks and grows each time it gets wet, and you can, like, change the size to taste with outhaul and downhaul tension."

I wondered how Lee knew about downhauls, since no boat with a sliding gooseneck had been sold for at least two — maybe three — decades before Lee was born.

"Point is," she continued, "they solved the problem by measuring spars and battens instead of sails. It probably



— ALL YOU NEED IS LUFF

started with the Phoenicians. The sailcloth stretches, so measure the distance between stripes on the mast and boom, and write the rules so the sail can be anything that fits between the bands. What about girths, and the size of the roach area, you ask? They solved that by limiting the length of the battens, so the sail couldn't hold very much roach without folding over to leeward. It's, like, much easier to measure batten length than sail girths, and battens don't stretch."

"Ready about!" shouted the skipper, and we jumped to our tacking stations. I wasn't quite out from under the boom when the boat came through the wind, but in the lighter air I wasn't needed to grind in the jib.

"Oh, yes, I remember the old batten hard spot that used to appear right along the forward ends of the battens as a sail aged. Sometimes even before the first season was over for a new sail."

"Speed bumps, we used to call them when I worked for a sailmaker," interjected the woman doing foredeck. "We used to squeeze every bit of roach area out of those poor little short battens, and

the sailcloth couldn't support it for long. Good for business, actually. But with modern laminates, sails are dimensionally stable and there's really no reason not to measure them directly. Also no more restrictions on batten length in PHRF, so these days we just measure girths on the sail to limit roach."

"But we still only measure the spars to control the luff and foot length," added Lee. "And since leech is unmeasured, boom droop is free."

"Is that how you would do it today," I asked, "if you were rewriting the rules of sail measurement on a clean slate?"

"Gosh, no," said Lee. "I think I'd measure the hoist as the larger of the two: luff length or straight-line distance from head to clew."

"You could get the same result by just requiring head-to-clew distance to be no more than the distance between the mast bands," added the former sailmaker.

"That would give the boom a nice up-angle," I said wishfully, "and even beginners would be better able to judge how far to duck just by looking at the height of the gooseneck in front of them. And I wouldn't have this lump on my head."

"And if I were writing the measurement rules," added Lee, "I would also allow a big deck-sweeping vang cover by default. Maybe even with a diagonal batten in it. That would more than make up for air lost under the higher boom. The booms would be higher and safer and easier to see under, and the boats would be faster because the luff would go right down to the deck."

Lee took another look at her GPS, and mentioned to the skipper that we were now sailing almost 90 degrees away from our next mark. But there was a wind line just ahead, and she agreed it was the right move to keep going on the same tack.

Five minutes later we were back in the breeze. I struggled clear of the boom to reach the high side just as the skipper called for a tack.

This time I went around the front of the mast. The foredeck crew slipped around just before the jib collapsed, but I had to wait until the sail had cleared to the new side, which took a while because the knot attaching the lazy sheet to the clew liked to hang up on the shrouds. It was still faster than squeezing under the boom, though.

"Good call going for the wind line," I said as we settled into our hiking positions with our feet over the rail.

"Sloppy tack," Lee admitted. "I like racing on boats with big mains and non-overlapping jibs. It's way more tactical because the tacks are so clean and easy."

"I suppose you're going to dismiss overlapping jibs as another artifact of the measurement rules," I predicted.

"Not completely," she answered. "Traditionally, there was only one actual sail measurement for jibs, and that was the LP or luff perpendicular. That's the distance from the clew to the luff, measured perpendicular to the luff. Aside from that, any headsail that you could fit in the foretriangle height and width was legal."

"Wasn't the LP measurement also subject to a lot of stretching and shrinking?"

"For sure. But once the LP is 150% of the fore triangle base, which is how a 150% jib is defined, you get very quickly diminishing returns for more overlap. So, like, if a 155 grows to 160, which was not all that unusual with stretchy cloth back in the Peloponnesian Wars, there was no real advantage. The problem was with the proportional girth rule. Jibs had to be triangles or worse."

"Which measurement system had that?" I asked.

"It was more fundamental than that. This used to be written into the racing rules themselves, even during the dark years of IOR. But thankfully it was done away with in the more recent rule books. That rule required that the girth of a jib, measured parallel to the foot, could not be any longer than the length of the foot times the proportion of the sail height remaining above the girth measurement. In other words, no roach. The sail had to fit inside a triangle with the vertices at the corners of the sail. And like, the interesting thing is that unless the sail actually came to a sharp point at the head, which no sail really ever did, then all sails were technically in violation if you measured girths close to the head. But that's beside the point."

"I can't recall any jibs with roaches," I said. "Most jibs have hollow leeches,



True luff — Low booms can lead to high speeds.

MAX EBB

to keep the edge from curling as the sail ages and stretches.”

“True for sails with no battens. But think of a 100% jib. With battens and a full roach and a short foot, and maybe even a clewboard, the sail could be a full-sized working jib and still keep the sheet leads forward of the mast. Not allowed under the old rules. Proportional girth forced the clew too far back, and made what should be a nice easy-to-tack, non-overlapping jib into a sail with an overlapping clew, with more wear and tear on everything every time it brushed by the mast during every tack. And that hollow leech was totally the wrong shape aerodynamically — the reverse of an optimized elliptical platform. It hurts my brain to look at a jib with a concave leech.”

“But that rule is gone now, right?” I asked.

“Its legacy lives on,” Lee asserted. “Otherwise we’d see a lot more jibs with long battens, positive roaches and clewboards. Instead, everyone seems to have drunk the roller-furling Kool-Aid. Count how many times you tack and how many

times you hoist and lower a jib. I think it’s obvious that self-tacking saves a lot more work than roller furling, especially if you want a full-hoist jib with long battens for powerful and easy handling and longevity.”

Lee went on for a few more minutes about the cluelessness of people who put roller furling on masthead cruising boats, although she made a reluctant exception for fractional rigs, especially on boats with recessed deck wells for the furling drums.

Meanwhile the wind had freshened and lifted us even more. We were almost fetching the mark, after making a big gain by being one of the first boats in the new breeze.

“Hike hard!” was the call from the back of the boat.

We slid our thighs as far over the rail as they would go, and threaded our torsos between the upper and lower lifeline

wires.

“Lee,” I said. “As long as you’re re-writing the rules of this game, can you do something about the kind of hiking that’s legal on keelboats?”

“What, you think this is uncomfortable?”

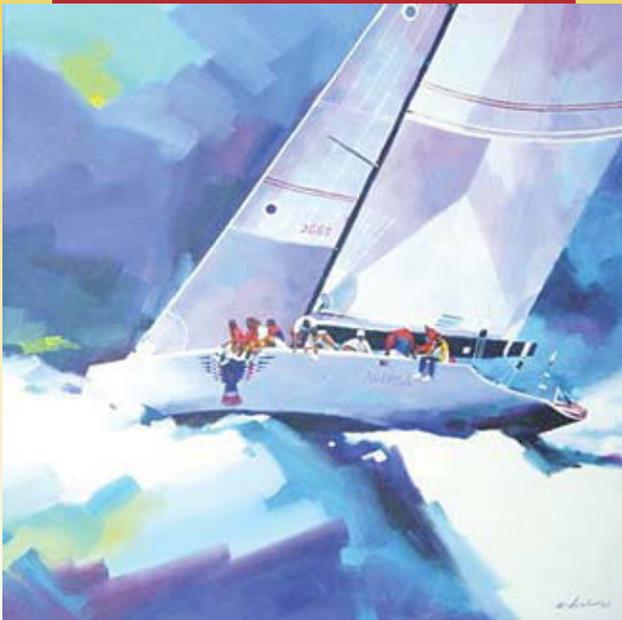
“I don’t see how contortionist hiking contributes to the quality of the sport,” I said. “Why can’t we have a nice little park bench hiking rack that would fold out from the rail? We’d be sitting comfortably, have our weight farther out, and stay dryer in a chop, too.”

“Now you’re making way too much sense,” said the former sailmaker from her position on the rail in front of us. “Racing would never be the same if you took away all the suffering.”

“And I’ll resist any move to change the rules that make a low boom fast,” added the skipper from the cockpit. “If it weren’t for my low boom, I’d have to have a bunch of big ugly guys like Max instead of skinny young women like Lee and her friends.”

“Can’t argue with that,” I conceded.

— max ebb



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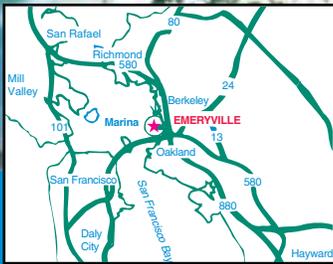
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THE RACING

The sailing season — and hopefully the weather — will start warming up soon but before we get there, there's important news to catch up on. First up, the **Rolex Yachtsman Of the Year Award**. After that we get a first-hand account of the **Rolex Sydney Hobart Yacht Race** from a Bay Area sailor. Then it's on to recapping a few of the Bay's bigger **midwinter series** before topping it all off with a bevy of **Race Notes** about some upcoming things that you'll want to keep in mind, and also some late-breaking news.

Rolex Yachtsman of the Year

Pointing Franck Cammas' 105-ft trimaran *Groupama 3* around the world in 48d, 7h, 45m, garnered Palo Alto's Stan Honey the Trophée Jules Verne. And now he's won the '10 Rolex Yachtsman of the Year award. The announcement came

January 5.

"I am honored to receive the US Sailing Rolex Yachtsman of the Year Award," Honey said. "It is humbling to read through the list of previous winners. As an American, it was an unexpected opportunity and

honor to be asked to sail with the legendary all-French *Groupama 3*'s success in the Jules Verne is a tribute to Franck Cammas' leadership and the seamanship of the entire crew. I would also like to thank Rolex and US Sailing for all they do to support sailing."

Honey also collected the honor, in part, because of his elapsed-time win in the Newport Bermuda Race aboard Alex Jackson's *Speedboat*.

It was the second time Honey has been nominated for the award, the first coming in '06 after his victorious lap of the planet aboard *ABN AMRO 2* in the Volvo Ocean Race. And he's the second person in his household to win it; his wife Sally Lindsay

An ominous-looking cigar-shaped cloud spells trouble for racers in the Rolex Sydney Hobart Y.R.

Honey took the women's honor in '72 and '73. This year, Anna Tunnicliffe repeated for the women's award.

Rolex Sydney Hobart Yacht Race

Getting a ride for the Rolex Sydney Hobart Yacht Race is no easy feat. A specialized skill never hurts, and that's what Bay Area sailor Mike Reed used to get a spot for what's one of the world's preeminent middle distance races. Reed, who sails his *Express 27 Magic* regularly both on the Bay and down the coast, parlayed his training as a trauma registered nurse to land a spot for the race. This is his report of a once-in-a-lifetime experience.

The '10 Rolex Sydney Hobart Yacht Race was everything it was advertised to be, 'a good, old-fashioned Rolex Sydney Hobart': uncomfortable, wet and exhausting.

My quest for a ride started two years ago with all the "normal" routes, including getting on the Sydney Hobart crew list at the Cruising Yacht Club of Australia. But living halfway around the world makes it next to impossible to get a ride. It's so hard in fact, that one of the Bay's local sailors Nic Vos, actually moved to Sydney specifically for that purpose. My break came as a result of sailing in the China Cup International Regatta in November aboard Team Chicago (see December's *Racing Sheet*), where I made connections with a few Australian teams at the event. On December 1, I got the call to come down and sail on Aussie Ted Toohar's brand-new Beneteau First 40 *Chancellor*.

I arrived in Sydney 10 days prior to the Boxing Day start, and any time not spent on boat prep or practice went into surfing at the world-famous Bondi Beach or short day trips during which I was taken with the friendliness and hospitality of the Aussies and their love of their pubs.

Yacht and crew safety requirements have become extremely rigorous since the disastrous '98 race, which saw 90-knot winds and 100-foot waves that eventually took six lives, sank five yachts, and required that 55 sailors be winched from the sea. These figures were constantly in



CLAUDE BRETON

Stan Honey



ROLEX/KURT ARRIGO

the back of my mind and although what happened in '98 was an anomaly, it's not uncommon to see winds to 60 knots and waves to 20 feet like we experienced this year.

This year's conditions resulted in 18 of the 87 yachts retiring, two MOB's and an injury that required an immediate call to port. The big boats saw the brunt of the weather as they sped away from the fleet and right into the peaking storms.

Our "traditional Hobart" started on our at 7:30 p.m. on the first day while under spinnaker in a warm, 12-knot breeze. It was clear something was happening ahead as a large cigar-shaped cloud spread across the horizon quickly moved towards us. It was a classic "southerly buster" coming our way. My first thought was, "Wow, I remember that picture from my 10th-grade meteorology class." Within 10 minutes, we went from a pleasant downwind run to 35 knots on the nose, and third reef and storm jib. The rough seas built to 12 feet with a very short period. I heard rumors that crew were starting



ROLEX/CARLO BORLENGHI



Alan Brierty's R/P 62 'Limit' gashes her way down the coast of Australia during 'classic' Rolex Sydney Hobart Yacht Race conditions. You may remember 'Limit' from last year's Pac Cup.

to get sick, but I was lucky enough to be driving at the time, and my mind was occupied. The worst of this storm lasted roughly four hours and then the wind died down to the mid-20's.

The following day was pleasant upwind sailing in the high teens, until around 4 p.m. when the second southerly buster hit us. We started to see other boats going the "wrong" way, missing sails, booms and masts — a more arresting warning sign than the "cigar in the sky." Within minutes we were sailing in consistent low 40's with our gusts maxing out at 48 knots. We set the boat for the conditions and hunkered down on the rail as the system was forecasted to last all night. The waves were breaking at 15 feet and we were taking green water to amidships. We decided to turn toward the coast of Victoria, hoping for relief from the large seas. Finally, after hours of bashing our brains out, we found

some relief, as we hugged the coast in 8 to 10-foot seas which allowed the crew to get some sleep.

As we prepared to begin our crossing of the Bass Strait, we made our required call to the race committee to notify them of our location and that we were prepared to enter the strait. Located at the tip of southeastern Australia, the strait is notorious for rough, unpredictable, weather, and was the site of the '98 tragedy. But our crossing was just the opposite. In fact we were becalmed for an hour, so I quickly dropped out of my foulies, and jumped in the water, and swam around the boat at lightning speed as I was reminded that there were very big, hungry fish in the water, like those you'll find back home in the Gulf of the Farallones.

The third night provided classic downwind sailing in 30 knots of breeze. We kept our chicken chute up for most of the night and

made great time surfing toward Tasmania. The following morning we had some light air upwind sailing along the beautiful Tasman coast. We got a great view of the famous Organ Pipes, and set a course and a kite for the Derwent River and Hobart finish.

We finished at 10:13 p.m. right next to three other boats and a thousand people cheering to welcome us to Hobart. Our corrected time placed us fourth in ORCi, which we were very happy with.

Manuel Fagundes Seaweed Soup Series

Although better known to the rest of the world as the current holder of the America's Cup, the Golden Gate YC is recognized by Bay Area sailors for having one of the best-attended midwinters series on the Bay. The club's Manuel Fagundes Seaweed Soup Series always brings out good fleets and January 8 was no exception. Sixty-six boats in five handicap and five one design divisions showed up for the series' third installment.

Although two days prior, the forecast was calling for 15 to 25 knots, the breeze turned out to be more in the 3- to 8-knot range for what was probably the shortest course of any midwinters race this year. The race committee sent all the divisions on a tour around Alcatraz, and gave every boat the option of rounding it in either direction.

Clockwise turned out to be the call for the early starters as Dave Rasmussen's PHRF 1-winning Synergy 1000 *Sapphire* led the charge around Alcatraz, followed closely by Scott Easom's PHRF 2-winning Farr 30 *Eight Ball*. While these guys and the handful of boats following them were able to set kites as they rounded the island, the boats who chose the counter-

Mike Reed gets a turn at the helm of Ted Toohier's 'Chancellor' to the delight of his new mates as they round the world famous Organ Pipes that guard the final run to Hobart, Tasmania.



THE RACING



ALL PHOTOS LATITUDE/ROB

The Golden Gate YC's Manuel Fagundes Seaweed Soup Series, clockwise from top-left — Glenn Isaacson's Schumacher 40 'Q' holds-off Scott Easom's Farr 30 'Eight Ball'; five Wetas showed up for the third installment of this popular series; J. Eric Gray's 'Knarr 134' was the top Knarr; Bill Helvestine's SC 50 'Deception' making the best of what the Bay had to offer on January 8; Mark Howe's Farr 36 'War Pony' and Gordie Nash's 'Arcadia' pass each other; cheeky 'Monkey' Skip McCormack hams it up for the camera while riding the bow of Peter Stoneberg's Formula 40 'Shadow'; Dave Rasmussen's Synergy 1000 'Sapphire'; Hank Easom's 8 Meter 'Yucca' tries to get underneath Zhenya Kiruashkin Stepanoff's Hobie 33 'Angel', while 'Shadow' crosses; Ray Irvine's 'Crew's Nest' was the top Catalina 34.

clockwise route were stymied by no breeze and a light flood that trapped them in the lee of the island.

PHRF 3 went to Bill Moore's Express 27 *Shenanigans* while PHRF 4 went to Ron Young's IOD *Youngster*. Ray Irvine's *Crew's Nest* was tops among the Catalina 34s. Eric Gray's *Knarr 134* took that division, while Chris Herrmann's *Thea* was the top Folkboat. On the multihull side,

Peter Stoneberg's Formula 40 *Shadow* was racing herself in the Larger Multis division, while five Wetas showed up for that class with Marc Simmel taking the honors.

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES (1/8, 1r)

PHRF 1 — 1) **Sapphire**, Synergy 1000, Dave Rasmussen; 2) **TNT**, Tripp 43, Brad Copper; 3) **De-**

ception, SC 50, Bill Helvestine. (7 boats)

PHRF 2 — 1) **Eight Ball**, Farr 30, Scott Easom; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Wild One**, FT 10, John Lymberg. (12 boats)

PHRF 3 — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Uno**, Wyliecat 30, Steve Wanner; 3) **Lazy Lightning**, Tartan 10, Tim McDonald. (11 boats)



CATALINA 34 — 1) **Crew's Nest**, Ray Irvine; 2) **Queimada**, David Sanner; 3) **Mottley**, Chris Owen. (9 boats)
 PHRF 4 — 1) **Xarifa**, IOD, Paul Manning; 2) **Torrid**, Aphrodite 101, Larry Westland; 3) **Youngster**, IOD, Ron Young. (8 boats)
 KNARR — 1) **Knarr 134**, J. Eric Gray; 2) **Kraken**, Rislely Sams; 3) **Benino**, Mark Dahm. (6 boats)
 FOLKBOAT — 1) **Thea**, Chris Herrmann; 2) **Nordic Star**, Richard Keldsen; 3) **Folkdance**, Werner Stein. (7 boats)
 LARGER MULTIS — 1) **Shadow**, Formula 40,

Peter Stoneberg. (1 boat)
 WETA — 1) **Marc Simmel**; 2) **Stephan Sonens**; 3) **Loose Cannon**, Gordon Lyon. (5 boats)
 Complete results at: www.ggyc.org

Berkeley YC Mids

First off, we want to thank Jeff Zarwell of RegattaPro for graciously zooming over with a couple boxes of shells before the racing on January 8. Our outfit in Minnesota had apparently become snowbound.

Speaking of snow — aren't we lucky folks here on San Francisco Bay? We get to go sailing in January — as long as no

one is in a hurry, that is. We were able to start the 55 frostbiters on time for a change. An 8-mile windward/leeward course was chosen, but the going was very sloooooow. So slow, that the slower-rated boats never had a chance to beat the 5 p.m. deadline.

A peek at the cumulative results shows that in many divisions, first place is looking pretty solid. In four of the divisions, the leader has snagged all bullets. Things are not settled at all in the Express 27 fleet though. There is a tie for first between Ray Lotto's *El Raton* and Will Paxton's *Motorcycle Irene*. With a sizable

THE RACING

18-boat fleet, final places can change dramatically. February's finale should be pretty exciting!

Ta-Da! On Sunday, January 9, we see the sun. It appeared to cost us knots of wind, however, and the direction was close to "unknown". After a 20-minute delay, the 24 boats were sent off toward GOC with great hopes. After an hour or so, it became apparent that a shortened course was necessary. In fact, the slowest-rated division ended up with only a 3.8 mile race, and it took them over two hours to cover it. But the sun was out!

For the separately-scored Sunday series we expect a bit of drama in Division 3 in February. Any one of the top three could end up winning. Richard Stockdale in his J-24 *Frogflips*, or Jim Fair in his Merit 25 *Chesapeake*, or Tony Chargin in his Moore 24 *Twoirrational* are basically tied. The Fat Lady hasn't quite sung in some of the other divisions, either.

— bobbi tosse

BERKELEY YC MIDWINTERS SATURDAY SERIES STANDINGS (3r. 0t)

DIVISION A — 1) **Family Hour-TNG**, Henderson 30, Bilafer family, 3 points; 2) **Jeannette**, Frers 40, Henry King, 7; 3) **Stewball**, Express 37, Bob Harford, 9. (8 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 3 points; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 8; 3) **Mintaka 4**, Farr 38, Gerry Brown, 5. (8 boats)

DIVISION C — 1) **Shameless**, Custom Schumacher 30, G. Ellison/H. Macartney, 5 points; 2) **Baleineau**, Olson 34, Charles Brochard, 7; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 10. (6

boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 6 points; 1) **Motorcycle Irene**, Will Paxton, 6; 3) **Eagle**, Ross Groelz, 11. (18 boats)

DIVISION D — 1) **Joycity**, 1/4 Ton, Patrick Kohlman, 5 points; 2) **Phantom**, J/24, John Gulliford, 8; 3) **Chesapeake**, Merit 25, Jim Fair, 10. (7 boats)

DIVISION E — 1) **Lelo Too**, Tartan 30, Emile Carles, 4 points; 2) **Achates**, Newport 30, Robert Schock, 6; 3) **Starkite**, Catalina 30, Laurie Miller, 11. (4 boats)

DIVISION F — 1) **Dumbo**, Catalina 22, David Torrisi, 3 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 12; 3) **Crazy Horse**, Ranger 23, Nicholas Ancel, 13. (6 boats)

CAL 20 — 1) **Can O' Whoopass**, Richard vonEhrenkrook, 3 points; 2) **Fjording**, Tina Lundh, 7; 3) **Recluse**, Cal 20, Howard Martin, 15. (5 boats)

Complete results at: www.berkeleyyc.org

BERKELEY YC MIDWINTERS SUNDAY SERIES STANDINGS (3r. 0t)

MULTIHULL — 1) **Emma**, Bill Roberts, 3 points. (1 boat)

DIVISION 1 (<85) — 1) **Sweet Okole**, Modified Farr 36, Dean Treadway, 4 points; 2) **Warp Speed**, C&C 115, Jeff Smith, 9; 2) **Salt Peanuts**, Dees GP 26, Steve Saperstein, 10. (5 boats)

DIVISION 2 (87-120) — 1) **Hoot**, Olson 30, Andrew Macfie, 4 points; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells, 7; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 9. (5 boats)

EXPRESS 27 — 1) **Great White**, Rachel Fogel, 5 points; 2) **Wetsu**, Phil Krasner, 8; 3) **Dianne**, Steve Katzman, 12. (5 boats)

DIVISION 3 (123-168) — 1) **Frogflips**, J/24, Richard Stockdale, 7 points; 2) **Chesapeake**, Merit 25, Jim Fair, 8; 3) **Two Irrational**, Moore 24,



SHARON GREEN/WWW.ULTIMATESAILING.COM

Anthony Chargin, 8. (5 boats)

DIVISION 4 (>170) — 1) **Antares**, IS 30-2, Larry Telford, 4 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 6; 3) **Zingaro**, Santana 22, Jennifer McKenna, 9. (4 boats)

Complete results at: www.berkeleyyc.org

Race Notes

The Florida Swing — **Key West '11 presented by Nautica** wrapped up just as we went to press, and some Bay Area teams made some quality showings at the January 17-21 event. Five-time winner Tom

THE BOX SCORES

The Bay's midwinter series are in full swing, so without further ado, we get right to the results. Our style guide for midwinters results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome decides to play hooky. We need the boat name, type of boat (for handicap divisions) and the skipper's name. When you've gotten all that info together, just send it on to the Racing Editor at rob@latitude38.com. Thanks!

SAUSALITO YACHT CLUB MIDWINTERS (12/5 1r)

DIVISION A (SPINNAKER) — 1) **Ohana**, Beneteau 47, Steve Hocking; 2) **Gammon**, Tartan 10, Jeff Hunter; 3) **Escapade**, Sabre 402, Nick Sands. (8 boats)

DIVISION C (NON-SPINNAKER PHRF < 143) — 1) **Basic Instinct**, Eliot 1050, Jan Borjeson; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Grey Ghost**, Hanse 342, Doug Grant. (4 boats)

DIVISION D (NON-SPINNAKER PHRF 143 - 232) — 1) **La Mer**, Newport 30, Randy Grenier; 2) **Geronimo**, Lancer 30M, Michael Campbell; 3) **Shockwave**, Santana 525, JP Watts. (6 boats)

DIVISION E (NON SPINNAKER PHRF >232) — 1) **Tackful**, Santana 22, Frank Lawler. (1 boat)

Complete results at: www.sausalitoyachtclub.org

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES STANDINGS (6r. 1t)

J/120 — 1) **Grace Dances**, Richard Swanson, 9 points; 2) **Mr. Magoo**, Steve Madeira, 15; 3) **Dayenu**, Don Payan, 16. (7 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 8 points; 2) **Arch Angel**, Bryce Griffith, 8; 3) **E.T.**, Todd Hedin, 15. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 7 points; 2) **Smokin'**, Kevin Clark, 12; 3) **Wilco**, Doug Wilhelm, 14. (10 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 10 points; 2) **Blackhawk**, Scooter Simmons, 17; 3) **Wonder**, Tom Kennely, 18. (12 boats)

MOORE 24 — 1) **Moorigami**, John Siegel, 5 points; 2) **Blue Ball**, Simon Winer, 12; 3) **Banditos**,

John Kernot, 12. (7 boats)

J/24 — 1) **On Belay**, Don Taylor, 11 points; 2) **Snowjob**, Brian Goepfrich, 15; 3) **Frogflips**, Richard Stockdale, 15. (7 boats)

Complete results at: www.regattapro.com

VALLEJO YC TINY ROBBINS MIDS (1/8. 1r)

DIVISION A — 1) **Split Water**, Beneteau 10R, David Britt; 2) **Tutto Bene**, Beneteau 38.5, Jack Vetter. (2 boats)

DIVISION B — 1) **Somewhere in Time**, Schock 35, Tom Ochs; 2) **Ringer**, Cal 2-27, Gary Cicerello; 3) **Pretty Penny**, Mull 30, Bruce Sinclair. (8 boats)

Complete results at: www.vyc.org

ISLAND YC ISLAND DAYS #3 (1/9. 1r)

SPINNAKER 1 — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Invisible Hand**, J/111, Greg Nelsen; 3) **Rascal**, Franken-Wilderness 30, Rui Luis. (8 boats)

168 RATERS — 1) **Dire Straits**, J/24, Steve Bayles; 2) **Bandido**, Merit 25, George Gurrola; 3) **Bewitched**, Merit 25, Laraine Salmon. (4 boats)

SPINNAKER 2 — 1) **Wuvulu**, Islander 30, John



Richard Matthews' Humphreys 54 'Oystercatcher XXVIII' came all the way from the U.K. for Key West presented by Nautica. These new -54-footers are catching on in the U.S. as well as owners look for a leg up on all the IRC-optimized TP 52s that keep coming over from Europe.

Coates sailed his *Masquerade* to fourth in the 14-boat J/105 class, missing out on a podium finish by only one point. John Kilroy's *Samba Pa Ti* also took a fourth but in the 21-boat Melges 32 class, where Steve Howe's *Warpath* — with Santa Cruz' Morgan Larson calling tactics — took

second. California was pretty well represented elsewhere, with Farr 30 Class president, Santa Barbara's Deneen Demourkas, losing second on a countback in that class, and husband John 12 points back in fourth in their respective *Groovedercis*.

The RC 44s made their debut at the regatta, with AC 34 Challenger of Record Vincenzo Onorato's *Mascalzone Latino* winning on a tiebreaker with Chicago Match Race Center founder Don Wilson and *Team Aqua*. The four-boat IRC Mini Maxi class went to Dan Meyers' J/V 66 *Numbers*, with only two points separat-

ing first from fourth! Full results are at a URL that's way too long to print; just Google Key West 2011.

Southern Skiffies — Northern California skiffies headed south to Mar Del Plata, Argentina for the '11 **29er Worlds** January 1-8. Max Fraser and David Liebenberg finished 15th in the 25-boat Gold fleet, while James Moody teamed up with Southern Californian Tyler MacDonald to finish 23rd. The two teams were the only US teams to qualify for the Gold fleet.

Kristen Lane and Matt Noble finished seventh in the 35-boat silver fleet. You can find complete results at www.29erworlds.org. In related news, Fraser has been tapped to lead the East Coast's first skiff clinic, the details of which you can find at www.skiffhead.com.

Mexico-bound — The Newport Harbor YC's biennial **Cabo Race** starts March 18-19 and has already attracted an extremely high-quality fleet for one of the West Coast's classic Mexico races. Five ULDB 70s will be joined by some even bigger boys like Lorenzo Berho's Kernan 68 *Peligroso*, John MacLaurin's *Pendragon VI* — reportedly reworked and ready to go after a disastrous PV race last year — and Hap Fauth's Newport, Rhode Island-based, super-grand-prix IRC Mini Maxi, R/P 69 *Bella Mente*. Jack Taylor's Pac Cup-conquering *Horizon* is signed up along with two other SC 50s, one of which is Wayne Zittel's Alameda/Puerto Vallarta-based J/World's *Hula Girl*. Also with the Bay Area contingent will be Frank Sloodman's brand-new J/111 *Invisible Hand*, and Ashley Wolfe's TP 52 *Mayhem*. Although not yet signed up, Chip Megeath's all-conquering, Tiburon-based R/P *Criminal Mischief* is getting prepped for the race. Bay Area naval architect Jim Antrim will be represented by Sue and Barry Senescu's Dana Point-based Class 40 *Yippee Kai Yay*. Dr. Laura Schlessinger's brand-new Kernan 46 *Katana* will supposedly be ready for the race. More details are up on www.nhyc-caborace.com.

New; 2) **Tinker**, Wilderness 21, Matthew Beall; 3) **Spitfire**, Santana 22, Tom McIntyre. (10 boats)

NON-SPINNAKER — 1) **Spray**, Mercury, Paul Mueller; 2) **Obsession**, Harbor 20, Lee Perry; 3) **Kiwa**, Ericson 32-2, Warren Taylor. (6 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Group SCS; 2) **Seabiscuit**, Peter Szaz. (2 boats)

Complete results at: www.iyc.org

SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (3r. 0t)

SPINNAKER PHRF ≤ 126 — 1) **Wasabi**, Kernan 44, Dale Williams, 6 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 8; 3) **Wild One**, FT 10, John LyMBERG, 9. (11 boats)

SPINNAKER PHRF 127+ — 1) **Double Play**, Yankee 30, RDK partners, 4 points; 2) **Luna Sea**, Islander 36, Dan Knox, 7; 3) **Smooth**, Santana 525, Mark Feinholz, 9. (5 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 4 points; 2) **Huge**, Woodruff/Keen, 5; 3) **Friday's Eagle**, Mark Hecht, 10. (6 boats)

NON-SPINNAKER — 1) **007**, J/105, Bruce Blackie, 3 points; 2) **Seaview**, C&C 115, Peter Hamm, 8; 3) **Unanimous**, CS 30, Steve Eittem, 11. (6 boats)

Complete results at: www.southbeachyc.org

RICHMOND YC SMALL BOAT MIDWINTERS SERIES STANDINGS

EL TORO SR. (11r/1t) — 1) **Michael Quinn**, 25 points; 2) **Gordie Nash**, 25; 3) **Buzz Blackett**, 46. (15 boats)

EL TORO JR. (10r/1t) — 1) **Robbie Englehart**, 26 points; 2) **Neil Marcellini**, 27; 3) **Michael Marlett**, 34. (20 boats)

OPTIMIST CHAMPS (3r/0t) — 1) **Lawson Willard**, 10 points; 2) **William McMullen**, 11; 3) **Teddy Hayden**, 13. (13 boats)

OPTIMIST GREEN (4r/0t) — 1) **Sumner Strumph**, 10 points; 2) **TJ Mahoney**, 11; 3) **Jack Landon**, 12. (21 boats)

SNIPER (9r/1t) — 1) **Doug Howson**, 13 points; 2) **Greg Miller**, 26; 3) **Vince Casalaina**, 30. (8 boats)

BYTE (9r/1t) — 1) **Bill Tieman**, 16 points; 2) **Laurie Davis**, 17; 3) **Michele Logan**, 30. (4 boats)

WYLIE WABBIT (6r/0t) — 1) **Weckless**, Tim Russell, 11 points; 2) **Bad Hare Day**, Erik Menzel, 18; 3) **Jack**, Bill Erkelens, 20. (6 boats)

ULTIMATE 20 (6r/0t) — 1) **Michael Eisenberg**, 10 points; 2) **Tom Burden**, 18; 3) **Phil Kanegsberg**, 28. (8 boats)

29er (6r/0t) — 1) **Mackenzie Cook/John Marlett**, 6 points; 2) **Mike Pacholski/Haydon Stapleton**, 13; 3) **John Canepa**, 25. (4 boats)

LASER (6r/0t) — 1) **Christine Neville**, 23

points; 2) **Mark Halman**, 29; 3) **Ryan Nelson**, 29. (15 boats)

LASER RADIAL (6r/0t) — 1) **Dominique Bertrand**, 14 points; 2) **Olivia McDonald**, 31; 3) **Calum Finlayson**, 41. (8 boats)

BREAKWATER OPEN CLASS (9r/1t) — 1) **Steve Cameron**, Antrim Wing Dinghy, 18 points; 2) **Erica Quinn**, 420, 34; 3) **Ron Tostensen**, Antrim Wing Dinghy, 38. (11 boats)

THISTLE (6r/0t) — 1) **Michael Gillum**, 12 points; 2) **David Rumbaugh**, 14; 3) **Mike Arrow**, 25. (6 boats)

FLYING DUTCHMAN (6r/0t) — 1) **Zhenya Kirushkin-Stepanoff**, 6 points; 2) **Jason Lawrence**, 24; 3) **Buzz Ballenger**, 37. (4 boats)

WETA (5r/0t) — 1) **Gordon Lyon**, 5 points; 2) **Marc Simmel**, 10. (2 boats)

I-14 (6r, 0t) — 1) **Lawrence Henderson**, 20 points; 2) **Rand Arnold**, 27. (2 boats)

SOUTHAMPTON OPEN CLASS (6r/0t) — 1) **Pieter Versavel**, Musto Skiff, 9 points; 2) **Christopher O'Leary**, 505, 21; 3) **Wayne Clough**, Lightning, 24. (8 boats)

MULTIHULL (6r/0t) — 1) **Ryan Schofield**, Hobie 18, 11; 2) **Brett Peterson**, Hobie 18, 16; 3) **Nico Columb**, Tornado, 19. (4 boats)

Complete results at: www.richmondyc.org

THE RACING

Who's yo' Daddy? — March is just around the corner, and that means that it will soon be time for a Bay favorite, the Richmond YC's **Big Daddy Regatta!** As one of the bookends to the Bay's racing season, the Big Daddy always brings out big numbers for Saturday's buoy races and Sunday's pursuit race. This year put it on your calendar for March 12-13, and keep an eye on www.richmondyc.org.

Ratcheting Up the Race Management — While we're on the topic of Richmond YC, coming on the heels of January's race management seminar at Encinal YC, Richmond YC is sponsoring a two-day **Advanced Race Management Seminar** on February 26-27. The seminar is for experienced race officers who would like to refresh and increase their knowledge.

The event will be led by Bill Gage, US Sailing's Area G Race Officer and himself a National Race Officer. Bill Stump, a National Race Officer from Southern California, will assist in leading the session; he is also a member of US Sailing's Race Management Committee.

Advanced seminar registration is



LATITUDE/ROB

Chip Megeath's 'Criminal Mischief' will be looking to notch another Cabo Race win in March.

required on the US Sailing website at www.ussailing.org/racemgt/race_ovidar_prog/seminars.asp. For further

info, contact Gage at 510-965-0095 or bill.gage@savitar.net.

Time for the Crew List Party — Are you having trouble finding crew? Are you having trouble finding rides? Did you know that the *Latitude 38* Crew List can help you accomplish both? Our crew list has been a staple for Bay Area sailors for the past three decades, and is an extremely effective way to find both crew and rides.

Our spring **Crew List Party**, is just around the corner and it's tailor-made for people who value face-to-face introductions to potential skippers and/or crew. Oh, and they're a lot of fun! The next one is at the Golden Gate YC on March 9 from 6 to 9 p.m. It only costs \$7 — \$5 if you're under 25 with ID — and includes snacks to go along with the no-host bar. Before the party gets going, Sal's Inflatables will be doing an in-the-water liferaft demo starting at 3 p.m. Reservations are required; call Sal's directly at (510) 522-1824 to reserve a spot. If you find yourself in need of either a ride or new crew in '11, you know where to go: www.latitude38.com.

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SATURDAY, MARCH 5, 2011
10:30 AM to 3:30 PM

Richmond Yacht Club

351 Brickyard Cove Road
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Join us at the Richmond Yacht Club for our FREE "Sail a Small Boat Day!"

This event is open to everyone, including non-sailors. Bring your wetsuit and PFD if you have them. Otherwise, bring warm, waterproof clothing. You should expect to get wet, so bring along a change of clothes and leave valuables at home. FREE RIDES will be available on a first come, first served basis. If a skipper feels that you aren't dressed properly for his or her boat, or don't have the necessary sailing skills, he or she may suggest that you try a different boat.

Contact Eric Arens: ryc_small_boat@earthlink.net

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WORLD

With reports this month on a new charter option for **Exploring Far-Flung Destinations**, our tips on **Special Event Charters**, an ER doc's advice on **Preparing for Medical Emergencies**, and **Charter Notes**.

A Longtime Career of Chartering Out on the Fringes

We don't often profile individual charter skippers, but Alain Desmot is in no way typical.

He's logged 350,000 sea miles, including three circumnavigations, and has skippered or crewed aboard everything from megayachts to cargo ships — and he speaks four languages. During his visit to the Bay late last summer, we learned that he'd recently completed a stint as fleet manager for a prestigious yacht management firm in Monaco. That sounded like good duty to us, but apparently Alain couldn't wait to get back out on the water again doing what he loves best: working as a charter skipper and introducing a wide range of clients to the joys of vacationing under sail.

What sets Alain — and his longtime partner Christine — apart from other career charter operators is that they specialize in far-flung destinations where few, if any, other charter options are offered.

For example, with their previous boat, *Miz Mae*, they spent three years doing 'adventure charters' in Vanuatu half of each year, and during the cyclone season you could find them in New Zealand, their de facto home base. Not only do Alain and Christine enjoy the cultural richness of off-the-beaten-track places like Vanuatu, but they are both avid

Blasting across San Francisco Bay on a stiff breeze, 'Rocket Science' struts her stuff. Below decks, she's bright, airy and comfortable.

divers. And, of course, the less-traveled destinations tend to have the most pristine underwater realms.

Having recently purchased a sexy new ride named *Rocket Science* here on the West Coast, they are now headed back to the watery playgrounds of the Pacific where their charter offerings may be more exotic than ever. We say that because *Rocket Science*, a custom-built Riptide 55, designed by Paul Bieker and built of carbon fiber, is as fast as she is sleek, and goes upwind like a freight train. With her light weight and 54 feet of waterline, she easily surfs at 10 to 14 knots. Through Alain and Christine's longtime West Coast charter brokerage, Ocean Voyages of Sausalito, *Rocket Science* is being offered for adventure charters virtually anywhere in the South or North Pacific.

As Ocean Voyages owner Mary Crowley explains, "I always advise people to take their time during charters. There's no reason to be in paradise and be in a rush to get to the next place. But with the speed of this boat it's possible to see two or three island groups in a single charter."

Rocket Science was built as a "very high performance racer/cruiser" with a water ballasting system that, when loaded, is like having 10 husky crewmen riding the rail. So, needless to say, she is very stable even in nasty weather. She can sleep six comfortably, and her airy interior is comfortable and modern throughout. Her aft cockpit design gives her plenty of open deck space, and an ingenious hideaway dinghy 'garage' keeps her decks free of clutter during passages.

Alain explained, "I'm excited to get back out to the Pacific again, and I'm completely open to clients' fantasies. We're more than willing to go to new destinations or return to those we know well." Their ideal clients, it seems, would be those interested in taking the helm of a true performance yacht and learning the subtleties of trimming her to her top potential. Also, those who yearn to explore remote, unspoiled regions of the Pacific Basin away from typical tourist meccas. For sailors who would love nothing more than to explore the Pacific in their own boat, but can't handle the time commitment, a few weeks or more aboard

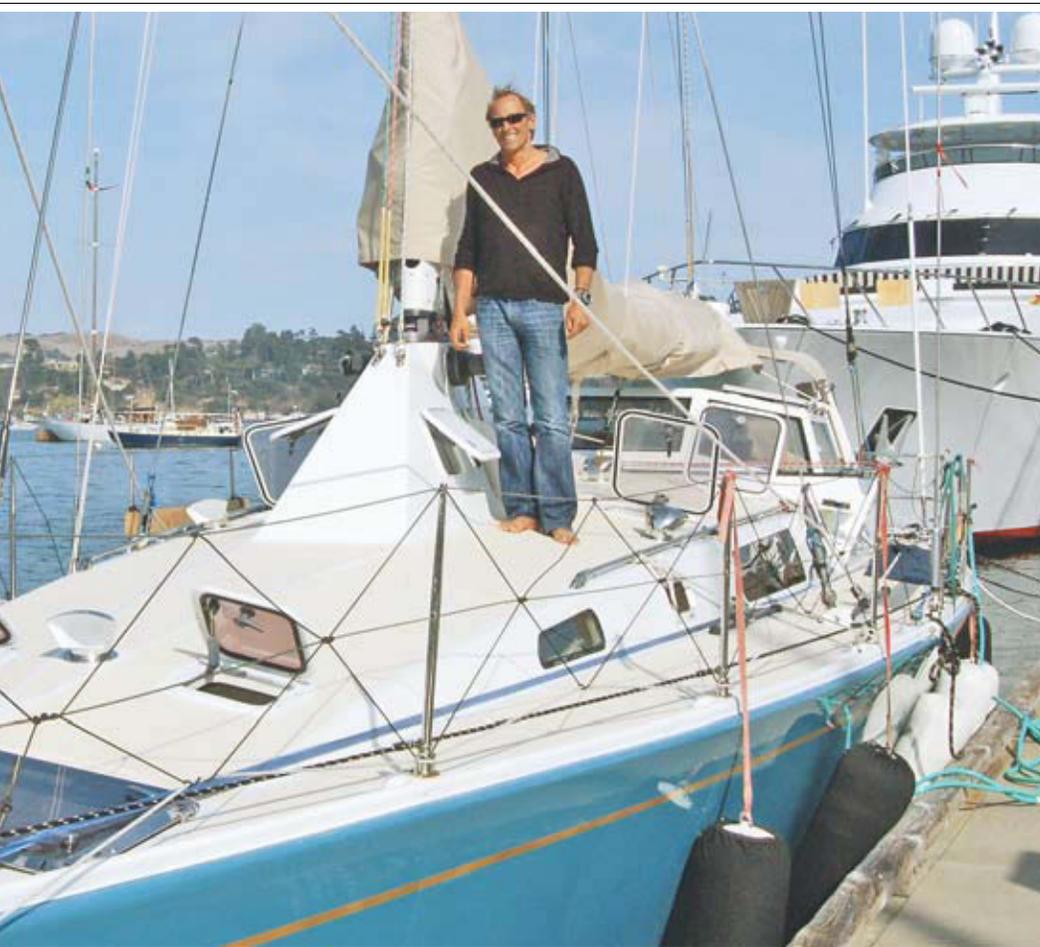


Rocket Science would be a worthwhile compromise.

When we chatted with Alain a few months ago, he and Christine were in the process of bringing the boat south from Alaska, where they'd bought her. After a little exploring along the Central American coast, they plan to cross to the Marquesas, Tuamotus, and Society Islands, then head west to the Cook Islands, Tonga and wherever charter requests take them — including the remote islands of Indonesia and Micronesia, and possibly even to Japan and China. With a dive compressor and a full complement of dive gear on board, *Rocket Science* is ideally suited to sail and dive charters, and we'll bet she'll book a lot of them in famous underwater wonderlands like Palau.

It's remarkable to us that after more than 25 years of meeting the needs of charter guests and private yacht owners, Alain and Christine still haven't tired of playing host and hostess. "No, we always enjoy getting to know new people," says Alain. "When guests come on board, they can do whatever they want. We just want them to enjoy themselves and learn some new things about sailing and the oceans, so that when they return home they'll





LATITUDE / ANDY

Alain has skippered and crewed aboard all sorts of vessels, but none was more suited to the far-flung voyaging he loves so much.

say, "That was a magical experience!"

Learn more about *Rocket Science* and *Ocean Voyages'* other offerings at www.oceanvoyages.com.

— latitude/andy

Eager for Action? Try a Special Event Charter

Among bareboat vacationers there are those who relish isolated anchorages with minimal development ashore, and those who'd rather be in the heart of the action, making new friends and taking maximum advantage of the nightlife.

If you identify with the latter group, we suggest you consider doing what we call a special event charter. That is, timing your charter dates with an action-packed event such as a regatta or cultural celebration.

Here are a few ideas to get your research started: As we often remind you, the islands of the Eastern Caribbean host a whole series of well-run, fun-filled regattas that attract the best racers from up and down the island chain, as well as bareboaters from all over the world. The biggest and best are Dutch St. Maarten's

Heineken Regatta, March 3-6 (www.heinekenregatta.com), the British Virgin Islands Spring Regatta and Festival, March 28-April 3 (www.bvispringregatta.org), and Antigua Sailing Week, April 24-29 (www.sailingweek.com). All of these actively encourage bareboaters to enter. And in the bareboat classes you'll always have some thrilling boat-for-boat action, in spite of the fact that these boats were not designed for racing and don't carry spinnakers or whisker poles.

Ideally, you'll want to pick up your boat a few days before the competition begins, so you can get to know its idiosyncrasies, and give your crew a chance to practice quick maneuvers. Win or lose, you're practically guaranteed to have a fantastic time at any of these sailfests, and make some lasting friendships with the European,

Caribbean or North American crews that you'll inevitably meet at the daily post-race parties.

Bareboat competitors are also welcome at French Polynesia's biggest annual regatta, the Tahiti Pearl Regatta. In addition to racing around buoys in the peaceful waters of Raiatea's idyllic lagoon, you'll race in open water during interisland crossings. This is one bareboat venue, by the way, where spinnakers are supplied. The nightly parties here, highlighted by authentic Polynesian music and dance, are some of the best we've ever seen — and we've been to a few parties. For spectacular scenery and an international mix of competitors the TPR — June 2-5 this year — is tough to beat (www.tahitipearlregatta.org.pf).

Another option is booking by the berth for a special event. One of our longtime favorites is the BVI's Highland Springs HIHO windsurfing regatta (June 23-July 3), which has now incorporated stand-up paddle boards — the latest rage in watersports. But you don't have to be a windsurfer or paddleboarder to join in the fun. Typically only about half of the participants race. The rest just go along for the ride. There are nightly dance parties, and all guests are accommodated aboard big, four-cabin cats, with most meals provided at resorts ashore. So it's a great way to see the islands without the hassle of provisioning, cooking, and cleaning up. A professional captain handles most of the sailing chores, and you'll have plenty of fit, fun-loving in-

International crews ghost along on a light breeze during French Polynesia's annual Tahiti Pearl Regatta.



LATITUDE / ANDY

ternational crews to party with (www.go-hiho.com).

Another by-the-berth option to consider is the long-established Interline Regatta, also held in the BVI (October 11-20). Featuring a series of races and lots of serious partying, it's an annual tradition that's little known to the average vacationer because at least one member of each crew has to work for an airline. Having attended part of an Interline a few years ago, our best advice if you decide to enter is: Watch out for the Finnish team. Their long-established race strategy is to fly in with a truckload of vodka and attempt to get the whole fleet smashed the night before the first race! (See www.moorings.com.) If you fall prey to their antics, don't say we didn't warn you.

— *latitude/andy*

One Last Thing to Pack: The Charterer's Medical Kit

Imagine this scenario: For months your family and a few close friends have been planning the dream sailing vacation — a two-week bareboat cruise through the West Indies. Being obsessive-compulsive types, you have prepared well. You've read every *World of Chartering* article in *Latitude* for the past three years, memorized Chris Doyle's *Cruising Guide to the Leeward Islands*, and photocopied a few essential pages from Nigel Caulder's *Boatowner's Mechanical and Electrical Manual*. You've packed your favorite CDs, drawn up your provisioning list, organized a ditty bag with cordage and hardware, and even taken a last-minute refresher scuba diving class.

So now you're ready, right? What could you have forgotten? Hmm. . . what about a medical kit? No need, you think, remembering that the charter brochure noted that there would be a well-stocked kit on board.

Well, that ain't necessarily so.

While a few charter companies are good about checking the supplies in their kits, most may review the kit once or twice a season and refill only when the charterers point out the deficiencies. For example, last year while running a catamaran between Guadeloupe and the BVI, I opened our boat's medical kit and found a few Band-Aids, a dozen aspirin and acetaminophen (Tylenol), some Dramamine pills, a bottle of iodine, a thermometer, a bottle of isopropyl alcohol, a tube of anesthetic burn cream and a small flask of Pepto Bismol. That was it



LATITUDE ARCHIVES

Clockwise from upper left: a painful stingray puncture; a nasty boat bite; tending to a dog bite; Dr. Kent sets a broken hand while on charter at St. Barth, in the French West Indies.

— and because all the meds were actually manufactured in France, the labels and instructions had to be translated.

Assuming you'd like to be a bit more prepared, consider bringing along a medical kit of your own. What should it include? First of all, I will share my bias: I am a minimalist. I travel light, carry only essentials, and improvise or purchase the rest while underway. Nevertheless, I still use the following principles when determining what to bring with me from home. Since there is no such thing as a "standard" medical kit, I try to anticipate what my needs will be. For example, (as the would-be captain) I consider how many people will be aboard and how long we will need to be totally self-reliant. Hours? Days? What access to medical supplies or help might I expect in the ports I am visiting?

From years of experience I know what my own personal risk tolerance is, but what is yours? Are you willing to accept the trade-off between the economy of a simple kit and the risk of not having everything you might need? Or are you a risk-averse person who would bring along an entire hospital supply room if given the chance? Are you an improviser? Could you easily build a traction splint for a broken leg out of boat hooks and duct tape? Your answers to these

questions will determine how complete a kit you should travel with.

Also, I always consider the kind of physical environment I am preparing for — especially potential problems with heat and humidity such as heat exhaustion or dehydration. Realistically, it may

POTENTIAL KIT CONTENTS

What you bring depends on where you're going.

Trauma Supplies:

- Elastic bandages (Band-Aid or Coverlet)—assorted sizes, cloth adhesive preferable
- Butterfly bandages or strips (Steri-Strip or Coverstrip)—for wound closure, assorted sizes
- Tincture of benzoin
- 2" x 2" sterile gauze pads
- 4" x 4" sterile gauze pads
- 8" x 10" sterile gauze pads
- Nonstick sterile bandages (Telfa or Metalline)—assorted sizes
- Prepackaged individual sterile oval eye pads
- Metal or plastic eye shield
- 1", 2", and 4" rolled gauze (Co-wrap or Elastomull)
- 2", 3", and 4" elastic wrap (Ace)
- 1" rolled cloth adhesive tape
- Moleskin
- Syringe (10 ml) and 18-gauge intravenous catheter (plastic portion)—for wound irrigation
- 4 1/4" x 36" SAM Splints (minimum 2)
- Antibiotic ointment (Polysporin, Bacitracin)
- Silver sulfadiazine 1% cream (Silvadene)
- Povidone-iodine 10% solution (Betadine)



take days or even longer to acclimate to the tropics if you are coming from a cold northern climate.

As the skipper I need to know if any of my crew or guests have significant health problems such as diabetes or heart ailments. If so, I emphasize that

they must bring an ample supply of their own prescription medications.

There are a variety of other medical issues to consider, especially when traveling to less sophisticated charter venues. For example, will there be children aboard? Children often have trouble taking pills, so perhaps some liquid form of medications should be brought. What kind of radio/telecommunications is available? All charter boats are equipped with a VHF radio, but will you also have a cell phone, and will it work where you are planning to sail? Will there be someone onboard with special medical skills such as an EMT, a nurse or doctor? Will there be anyone aboard who is pregnant? This could be a real problem with nausea and dehydration if you will be chartering in the tropics.

Having focused on the potential needs of your group, ask yourself if you realistically have the time, energy, inclination and expertise to custom-make your own kit from scratch, or if you would be better off looking for the most appropriate "off-the-shelf" kit.

Not everything listed in the box (below) will be appropriate for every charter, but consider it a basic checklist to work from. Some of these items, of course, may be out of the question unless you have access to an experienced sailing physician willing to advise you on the use of — and

prescribe — the antibiotics and narcotics listed.

If you do end up carrying prescription drugs, let me give you this strong cautionary note: A physician should be consulted before any medication is taken by a child, pregnant woman, or nursing mother. Make sure that you are not allergic to any drugs that you plan to use. Sharing medications with others is potentially hazardous and is not recommended. Do not treat yourself or others unless there is no alternative and you are comfortable with the problems. Carefully review the dose, indications, and adverse effects of all drugs that you plan to carry.

Also, in order to be fully prepared — particularly in more remote areas — you should carry a good medical guidebook. Peter Eastman's *Advanced First Aid Afloat* or Paul Gill's *The Onboard Medical Handbook* are two books which have been used by sailors for years. I can also recommend just about any of the wilderness medicine books by Paul Auerbach or Eric Weiss.

Once you have decided what you want in your kit, pack it carefully, keeping in mind it should be easily storable, easily accessible, and easily transportable. In addition, it needs to be organized logically to minimize rummaging and searching. In my opinion, soft valise-type bags with handles (seabags) fit the bill nicely. They come in various sizes, are

General Supplies:

- Duct tape
- Paper clips
- Safety pins
- Paramedic or EMT shears (scissors)
- Splinter forceps (tweezers)
- Oral thermometer
- Wooden tongue depressors ("tongue blades")
- Safety razor
- Cotton-tipped swabs (Q-Tips)
- Sterile eyewash, 1 oz.
- Oil of cloves (eugenol)—for common toothache
- Insect repellent
- Sunscreen/sunblock
- Acetic acid (vinegar)
- Isopropyl alcohol (40-60%)
- Hydrogen peroxide

General Over-the-Counter Medicines:

- Buffered aspirin 325 mg tablets
- Ibuprofen 200 mg tablets
- Acetaminophen (Tylenol) 325 mg tablets
- Antacid (Tums, Pepcid, etc.)
- Decongestant tablets (Sudafed)
- Antihistamine 25 capsules (Benadryl)
- Decongestant nasal spray (Afrin)

Anti-nausea/Seasick Medications:

- Meclizine 25 mg (Bonine)
- Stugeron (only available outside USA)
- Scopalomin patches (Trans-Derm Scop)
- Prochlorperazine (Compazine) suppositories
- Promethazine (Phenergan) suppositories 25 mg

General Prescription Medications:

- Prednisone 10 mg tablets—for moderate to severe allergic reactions
- Sodium sulamyd or gentamicin eye drops—for minor eye infections such as "pink eye"
- Vosol or Cortisporin otic solution—for infections of the ear canal, especially useful for "swimmer's ear" (common when snorkeling/diving in the tropics)
- Vicodin analgesic tablets—a strong oral pain medication (contains a narcotic like codeine)
- Allergic reaction kit—epinephrine (EpiPen and EpiPen Jr. or Ana-Kit); for SEVERE allergic reactions to stings, bites, or antibiotics where symptoms rapidly worsen and can become life-threatening

Prescription Antibiotics:

- Amoxicillin Clavulanate (Augmentin) 250/500 mg tablets—a broad-spectrum penicillin-type antibiotic; for bite wounds, skin infections, pneumonia, urinary tract infections, ear infections, bronchitis, and sinusitis; do not take if allergic to penicillin
- Cephalexin (Keflex) 250/500 mg tablets—a broad

spectrum antibiotic; a substitute for Augmentin in patients allergic to penicillin (You do not normally need to carry both cephalexin and amoxicillin; avoid or use with caution in individuals with penicillin allergy.)

- Erythromycin 250 mg tablets—another alternative antibiotic for individuals allergic to penicillin; used for bronchitis, pneumonia, skin infections, sinus infections, and ear and eye infections; may cause upset stomach, vomiting, and/or diarrhea

- Ciprofloxacin (Cipro) 500 mg tablets—the best antibiotic for the treatment of infectious diarrhea and dysentery; also for pneumonia, urinary tract infections, bone infections; not recommended for patients less than 18 years old or pregnant or nursing women

- Metronidazole (Flagyl) 250mg. tablets—used for parasitic infections such as Giardia or amoeba; also for intra-abdominal infections such as appendicitis (only when medical care is days away); do not drink alcohol; the interaction will cause severe abdominal pain, nausea, and vomiting; do not use if pregnant

- Trimethoprim with sulfamethoxazole double-strength tablets (Septra DS or Bactrim DS)—used for urinary tract or kidney infections, ear and sinus infections, and bronchitis; can be substituted for ciprofloxacin to treat infectious diarrhea or dysentery, but some bacteria which cause dysentery have developed resistance to this drug; do not use in individuals allergic to sulfa drugs or during pregnancy

WORLD OF CHARTERING

easily stored, easily transported, lightweight, and can carry multiple smaller nylon bags inside. I use double Ziploc bags within the kit for extra protection.

Finally, you might check out some of the back issues of *Latitude 38* (see below) where I have discussed in more detail many medicine-at-sea issues.

— *kent benedict, md, facep*

Benedict is a Board Certified emergency physician who has taught many courses on Emergency Medicine at Sea. Now semi-retired, he typically spends three to six weeks a year chartering in the tropics. And he always brings along his medical kit.

For further medical insights see these previous *Latitude* articles, which are downloadable from the "Features" section at www.latitude38.com: Medical Preparedness (on general medical preparation); Taming of the Spew (on seasickness); Medicine To Go (on how to make your own medical kit); Medical Potluck (on how to improvise medical supplies); and Hypothermia's Chilly Grip (on near-drowning and hypothermia).



TURKISH TOURISM

How about a trip to Turkey this summer? A few months from now you could be soaking in a spectacular lagoon like this.

Charter Notes

We haven't left ourselves much room for charter notes this month, but we do want to make a few quick points. First, if you hope to do a sailing getaway

this spring or summer, don't push the decision onto the back burner. Gather together your potential sailing partners, **pick a date and a location, and lock in a reservation.** That way, you'll have a much better choice of boats than you would at the last minute, and your party will have plenty of time to research and book affordable airfares.

Our second point is related: If you've tried to cash in **frequent flyer miles** on short notice lately, you know that doing so is almost impossible — unless you go for a business class or first class upgrade, where it 'costs' about a zillion miles to get from here to Fresno. But if you have a boat reserved for specific days w-a-a-y in advance — like six to nine months — you might actually be able to use them. And believe me that will not only put a smile on your face, but it'll make the whole trip quite affordable.

Finally, if you've been toying with the idea of **booking a catamaran**, we should tell you that even in these challenging times, most cats get booked many months in advance, especially in a given venue's prime season.

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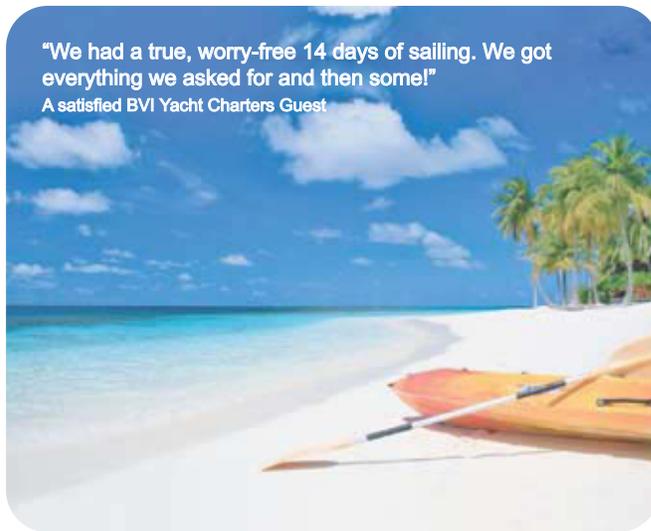
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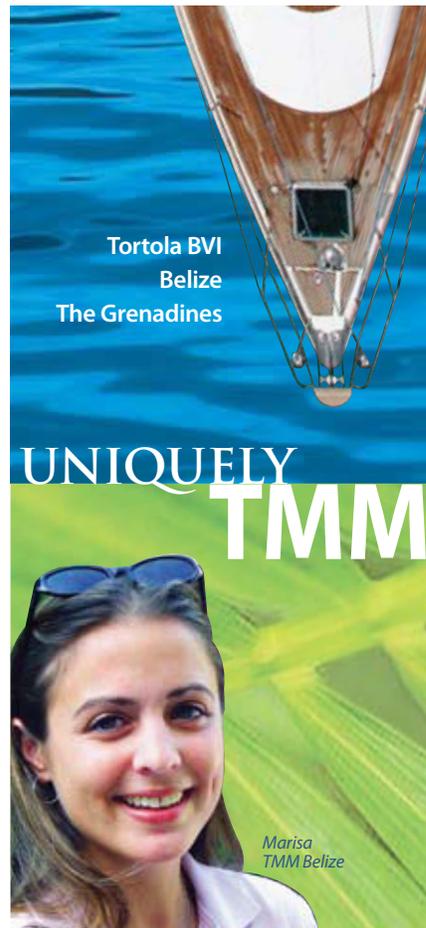
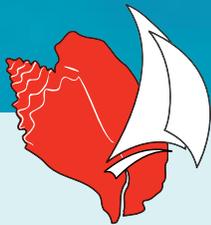


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CHANGES

With reports this month from **Fleetwood** on a 64-lock crossing of Europe; from **Po'oino Roa** on the Sail Malaysia Rally; from **Azure**, on Italy and having the boat winter there; from **Jake**, on spending the summer in the Sea of Cortez; from **Sarah Miller** on the second leg of her trip to Panama; from **Someday**, on a mellow daysail off Panama; from **Moonshadow** on the completion of a circumnavigation; and **Cruise Notes**.

Fleetwood — Naja 30 Jack van Ommen Cruising East Across Europe (Gig Harbor, WA / The World)

My plan to take *Fleetwood* 2,000 miles eastward across Europe to the Black Sea by rivers and canals turned out to be a bigger challenge than I had anticipated. The adverse current on the river Main, for example, made it a slow struggle, particularly with my 30-year-old Renault diesel faltering. In addition, the locks — unlike those in France — were treacherous and difficult to handle. While I may now have a line in the record books for singlehanding east across the European continent, it would have been nice to have another set of hands when going through the locks. The result is that *Fleetwood* is bruised and battered, and there will be plenty of maintenance to do on her when I return in April or May.

But the trip was worth all the pitfalls. Who could have dreamed that I would see fabulous sites such as Budapest, Bratislava, Passau, Nuremberg, Novi Sad and many others from my ocean-going boat? But the best memories are of the people I met and the good friends I made along the way. In this sense, it was no different than any of the 40+ other countries I have visited with *Fleetwood* since I departed Santa Barbara in early '05.

The last time I sent a 'Where is Jack?'

'Fleetwood' had to negotiate 64 bruising locks to get across Europe, locks made for commercial traffic rather than pleasure craft.

email was September 7, and my closing sentence read, "Keep me and my boat's tired 30-year-old Renault diesel in your prayers." Well, you either did not take me seriously, don't believe in prayer, or need to brush up on your relationship with the Lord. For just three days after my plea, my Renault suffered a serious stroke as I was entering the last of the 64 locks in my journey across Europe.

On 9/11, I limped into Calafat, Romania, on just one lung. I waited for spare parts, got the engine running again, then set off once more on October 1. But I had to turn back to Calafat and order a new engine from Holland, as the old Renault was just no longer capable. By the time the new engine was installed, I had missed the weather window to avoid the fog and winter storms of the Black Sea, and had to change my plan of sailing past the Bosphorus to winter in southern Turkey. So *Fleetwood* now sits high and dry at Zimnicea, Romania, on the banks of the Danube, and far from the ocean.

My plan was to sail the Med this summer, then head for Cartagena, Colombia in the winter. That will be my base for exploring South America. Those plans will now have to be pushed back, of course. But time is cheap when you're retired, and I'll still have another six years to complete my circumnavigation before my self-imposed deadline of my 80th birthday.

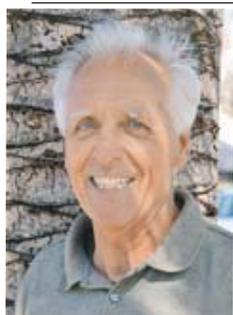
— jack 12/12/10

Po'oino Roa — Peterson 44 Jerry and Kathy McGraw The Sail Malaysia Rally (Newport Beach)

We read the report in *Latitude*, by John and Renee Prentice of the San Diego-based Serendipity 43 *Scarlett O'Hara*, on the Sail Indonesia Rally. Hav-

ing also participated in that event, we're in complete agreement with their assessment. The rally served the purpose of keeping us from having to avoid a bond, but the fact that the rally was 'organized' by non-cruisers — actually, non-sailors — resulted in many frustrations. We'd done the '04 Ha-Ha, and wondered where the Grand Poobah was when we needed him.

LATITUDE/RICHARD



Adventurous Jack.



Our report this month is on the Sail Malaysia Rally, which is a completely separate event from Sail Indonesia. It takes participants on what would be the normal cruising route after leaving Indonesia at the onset of the seasonal monsoon. As Malaysia is known to be very yacht-friendly in the first place, Sail Malaysia's big draw was three weeks of free dockage at the Danga Bay Marina at Johor Bahru, which is at the southern part of Peninsular Malaysia just across the way from Singapore. In fact, this is where the rally would start from.

We arrived at Danga Bay Marina, along with our sometime buddyboat *Scarlett*, in time to enjoy the full three weeks of free berthing. Our having covered almost 4,500 miles in the previous seven months, a lengthy stay in a marina was a nice change of pace for us. Once in Danga Bay, however, we discovered that all the marina slips were free to anyone who wanted to use them! So all we got from rally participation was the *guarantee* of a free slip. Checking into

DANUBE DAN



IN LATITUDES



KATHY MCGRAW

road. As a result, Kathy and I decided to travel only during the day, which meant we visited a lot more anchorages than most other boats in the rally.

After a big official dinner party on Halloween night to kick the rally off, the fleet headed to the historic city of Melaka, a last-minute addition to the itinerary. Having had three weeks of non-stop marina activity, Kathy and I decided we'd rather



Wake-up! Pedicabs are the way to get around Malaysian cities.

just relax on the hook at an offshore island. Folks who did make the stop reported that the marina was a bit suspect. A big problem in this part of the world is that while they build fine marinas, they are often built in places that don't offer the best protection from the prevailing weather. Furthermore, Malaysians are known for doing a poor job of maintaining anything.

Our next stop was Pangkor Island Marina, another new marina development. We were not only given three nights of free berthing, but they also provided someone to fill our fuel jugs. For the record, there are no fuel docks in this part of the world. In addition to a bus trip to the local supermarket for provisioning, we enjoyed a one-day tour of the sights of Pangkor Island, and finished it up with a hosted dinner and beer bar.

Our last intermediate stop was at George Town, Penang, another island off the coast of Malaysia. There were land tours of the city, which was founded in the late 1700s, and another excellent dinner. In fact, we began to wonder if the rally should be retitled Feast Malaysia rather than Sail Malaysia. Indeed, ***The Strait of Malacca, the main cruising route from Singapore to Thailand, has become one of the busiest shipping lanes in the world.***

"Honey, I think I found out why the prop and rudder won't turn, and why we've been sailing up the Strait of Malacca so slowly."

Malaysia was simple, with transportation provided. In fact, our driver did most of the running around to deliver the various papers to the various officials.

Johor Bahru is a large and modern city, a big change from what we'd seen in Indonesia. Using the excellent bus system, supplemented with some taxis, we located repair parts and found all the provisions we hadn't seen since Darwin. We were also able to sign up for a dongle-based broadband internet connection for about \$22/month that would work throughout Malaysia. Finally, *Lectronic Latitude* and online *Latitudes* again!

Sail Malaysia proved to be a bit of a free-form rally. For after the kick-off dinner, there were just three scheduled stops, each with festivities and tours, prior to the rally's conclusion at Langkawi, just south of the border with Thailand. We had almost six weeks to cover the 475 miles from start to finish.

The route took us north through the Strait of Malacca, which for centuries had been synonymous with piracy. Today it's one of the busiest commercial shipping channels in the world. The main ship traffic moves in two designated lanes, one northbound and one southbound. There is a third inshore traffic lane for smaller ships and tugs towing barges, although fishing is also allowed inside that lane.

While underway, it was not uncommon for us to see up to 15 large ships, a couple of tugs towing one or two barges, and 50 or more fishing boats up to 60 feet in length. Most of the fishing fleet disappeared at night. This didn't mean they had gone anywhere, but rather that they didn't use any lights — unless they were approached by another vessel. The fishing fleet uses both drift and trawl nets, so you really need to keep a constant watch. They also pay no attention to the international rules of the



PO OINO ROA

CHANGES

winds had been mostly less than 10 knots and very nearly on the nose. As a result, we did a lot of motorsailing.

I'm writing this shortly after we arrived at Langkawi, which is the end of the rally, and after a final gala dinner. Kathy enjoyed this rally much more than

the Sail Indonesia one, as things were better organized and there was better communication between the rally staff and the participants. Still, we're eager to resume the more relaxed lifestyle of independent cruisers.

So far, we've found Malaysia to be a friendly cruising ground with easy and inexpensive provisioning. Fuel averages about \$2.40/gal. Our biggest disappointment has been the lack of clear water for snorkeling. It's not that the water is dirty, it's just not crystal clear. But it's gotten better the closer we've gotten to Langkawi, and we're told it's much better up just a few miles north in Thailand. We've also been a bit disappointed in the lack of favorable sailing winds. Nonetheless, we plan to stay in this part of the world for a few years to enjoy all the wonders Southeast Asia is said to offer.

—jerry 12/15/10

Azure — Leopard 47 The Pimental Family Med Mid-Cruise Review (Alameda)

Over a year has zoomed by since our family began the adventure of sailing the Caribbean and the Med, something we'd been planning for 10 years. It may not be everyone's dream. In fact, when you *Italy has tiny picturesque ports such as Vernazza, one of the 'Cinque Terre', that can be visited by trail or boat. What's not to like?*

experience nasty weather, broken boat systems and sick kids all at the same time, it's more like a crazy challenge. But it's all about the journey. And doing things like swimming with turtles, kayaking with dolphins, and gazing at skies full of stars has been awe-inspiring. We're grateful to have the opportunity to travel and experience these memorable moments as a family.

Here are the answers to some of the questions we get asked the most:

What do you do all day? Typically, we snorkel, hike, home-school, and fix stuff. And/or we see the sites, trek to grocery stores, and figure out where we are and where we want to go next. From time to time we also host family and friends, and socialize with other sailors. Like many cruisers, we're anchored a lot more than we're sailing.

What's been the biggest surprise? That the boys, Leo and R.J, haven't been homesick and haven't missed television. The latter comes with a caveat, for when they see television, they miss it again. HmMMM.

What's been the scariest part? Dragging anchor in 30 knots of wind at 3 a.m. at St. Martin in the West Indies.

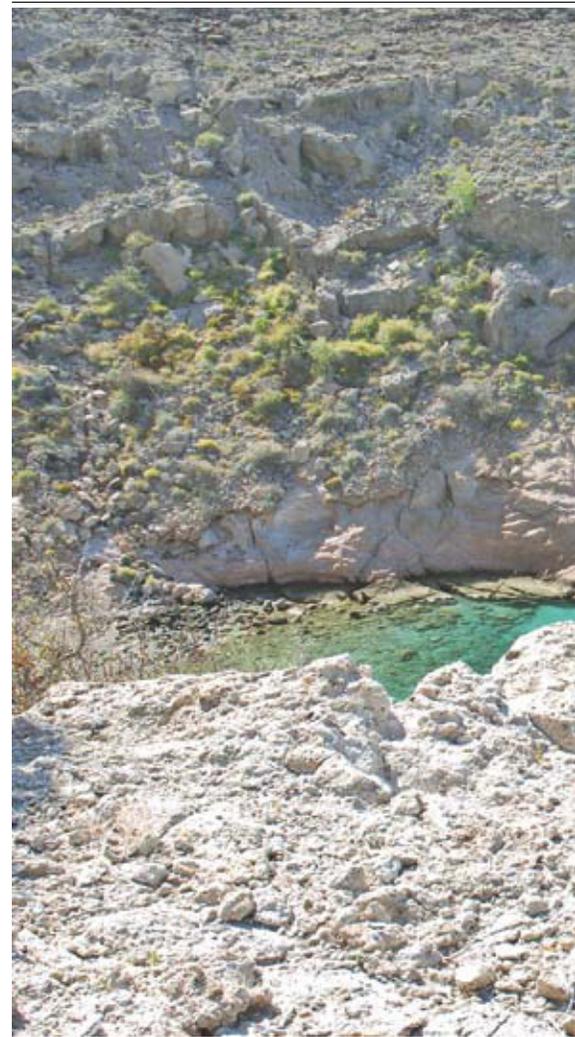
How far have you sailed and where have you been? We've sailed 6,000 miles, explored 17 territories/countries, and stopped at 70 anchorages.

What have been your favorite places? The Columbia anchorage at St. Barth, French West Indies, a real turtle haven. The British Virgins, which has so many anchorages, rocks and other wonders. Horta in the Azores, which has European Old World charm. And Italy. What's not to like in Italy?

What have been the best parts of the trip? The spontaneity of it all, nature, and sharing our journey with others. And we've been so lucky to have had phenomenal support along the way, including hand-delivery of boat parts, volunteer labor, and help crewing, as well as all the encouraging notes and letters.

Where is Azure now? She's currently at Vibo Valentia, Italy. It's cold there in the winter, so we're currently warm and cozy at Uncle Jimmy's at Three Rivers up in the Delta.

What's next? On March 2, we return to Azure to begin a summer of cruising in Greece and Turkey. We'll return home in August in time for RJ to start the 8th



grade and Leo to start the 6th grade.

Do you spend all your time on the cat? No. For instance, toward the end of the summer we spent 2.5 weeks touring Italy. We got a great tour of the marble quarries of Carrara, where the marble for works such as Michaelangelo's 'David' came from. We also spent a lot of time in Lucca, a pedestrian-friendly town 45 minutes from Florence, where Rodney's grandmother had been born. It has a four-mile surrounding wall that took only about 1,500 years to finish. Today the wall is a popular running, biking and walking path. Within the walls is a quaint Italian village with shops, restaurants, cafes and minimal car traffic.

Lucca was our jumping off point for a variety of day trips. We went to Pisa, where the tower was interesting, but not worth \$20+ to climb. We also traveled to Cinque Terre, five small towns accessible by only trails, boats and in some cases trains. Our other days in Lucca were spent homeschooling, biking around



Capt. Kathy, cruising since '04, and still lovin' it.





LATITUDE/RICHARD

Many of the sun-drenched anchorages in the Sea of Cortez are dramatic, dry, and quite unlike any other in the world. Check 'em out.

the wall, playing in the park, shopping, cooking, climbing towers and so forth.

— the pimentels 12/05/10

**Jake — Hunter Legend 45
Jake and Sharon Howard
Summer in the Sea, Part Two
(Seattle)**

[Editor's note: The Howards have spent the last three summers in the Sea of Cortez, and will be spending a fourth there this summer. This is Part Two of their tips to enjoying a summer in the Sea.]

For cruisers considering a summer in the Sea, Jake says it's critically important that their boats have plenty of shade. "You'd probably want a dodger-bimini combination of some sort, as well as side curtains and maybe a boom tent. I can't overemphasize the importance of plenty of shade. You also want to have plenty of 12-volt fans, including ones

that you can move out into the cockpit."

As one might expect, refrigeration is a highly prized commodity in the Sea. "Like a lot of cruisers, we thought our cold-plate refrigeration and freezer system — which worked so well in the Pacific Northwest — would be just fine in Mexico. Well, it wasn't, as it required too much power to keep things cool. Our solution was to buy two Australian-made Engel stand-alone refrigerator/freezer units. We use the small one as a freezer and the larger one as a refrigerator. They are very energy efficient."

The Howards have four 130-watt solar panels mounted on an arch over the transom of their boat to provide green power. "As long as it's sunny, which it usually is in the Sea, we can run our refrigeration, freezer, fans,

watermakers, computers — all that stuff — without having to turn the boat's diesel on to charge the batteries."

And if you need boat gear that can only be found in the U.S., it's not that hard to travel to the States. Twice last summer Jake and Sharon took a bus from the Bahia de Los Angeles area south to Loreto, where they rented a Euro Car to drive north to San Diego and back. It sounds expensive, but even with the insurance included, it only cost \$90 — or about the same as two bus tickets. And it would have been tough carrying a bunch of replacement batteries on a bus. "It's actually a wonderful drive," says Jake.



Plentiful sunlight in the Sea means most boats can rely on just solar power.

Everyone has favorite spots in the Sea, including the Howards. For Jake and Sharon, the spots include Isla San Francisco, Agua Verde, Honeymoon Cove on Isla Danzante, V Cove on Isla Carmen, and Animas Slot in Animas Bay just to the south of Bahia de Los Angeles. Unlike some cruisers, the Howards stick to known anchorages or ones they've been told about. "We think Shawn Breeding and Heather Bansmer's guide to the Sea of Cortez is the gold standard."

Because there are fewer places to spend money in the Sea, the Howards find their cruising budget is about a third less than on the mainland. Making a guess off the top of his head, Jack figures that he and Sharon spend about

Extensive shading and lots of solar panels are two keys to enjoying a summer of cruising in the Sea of Cortez.



JAKE

CHANGES

\$3,000/month on the mainland versus \$2,000/month in the Sea, everything included.

The Howards find there is plenty to do in the Sea in the summer. Sharon loves cruising because it affords her the opportunity to simply relax after many years of teaching special education children how to read. Solitaire and sudoku bring her a lot of pleasure, but she also likes to swim, snorkel, hike, read, watch movies, participate in potlucks, and simply appreciate nature.

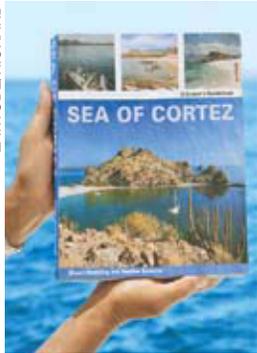
And there is plenty of nature in the Sea to enjoy, both above and below the surface. "We always complained that we'd never seen a whale shark," says Jake, "but while at the first full moon party we saw one swimming between the boats. I got my mask and snorkel on and jumped in. All of a sudden there was this giant creature with a five-foot-wide mouth swimming right at me! Even though whale sharks are very gentle, I got a real charge from it."

The Sea of Cortez is also known for Humboldt or diablo squid, which are extremely intelligent, and will work in teams to attack, but also engage in cannibalism. "They are very nasty," laughs Jake, "but they taste delicious. Although they grow to about six feet in length and 150 pounds, a friend of ours found 30 smaller ones that had beached themselves at Sweet Pea Cove, and shared the bounty with us. Yum."

Like a lot of cruisers in all of Mexico,

The Howards always complained about having never seen a whale shark. Then this guy came right at their boat. Jake jumped in.

LATITUDE/RICHARD



Jake and Sharon's favorite guide to the Sea.

JAKE



Jake and Sharon have some family members who fear for their safety because they are in Mexico. "One sister keeps asking me if I'm aware of the dangers," Jake laughs, "as she's sure we're going to be assassinated. In our three years in Mexico, we've only had one incident — although it was pretty exciting. It happened down in Barra two years ago after we tied our dinghy up at the Sands Hotel and came around to the street out front. We saw a guy in full body armor shooting at somebody in an upper level hotel room. At first we thought it was a movie, but people yelled at us to get back behind cover. It turned out to be a single druggie guy, and the police killed him. But that's been it. We always feel safe in Mexico."

Do Jake and Sharon ever miss Seattle and the States? "Oh yeah!" says Jake. "At the beginning of every April we go home for four days to see friends and the doctors, and pick up stuff for the boat." Four days a year? If that isn't damning with faint praise, we don't know what is.

When we spoke with Jake late last year, he and Sharon were wrapping up the paperwork to get their FM3 visas before heading as far south as Zihua, and then back up to the Sea for the summer. Among other things, the FM3 visas give them the ability to sign up for Mexican IMSS health insurance, which runs about \$350 a person — per year! But they're not opportunists.

"We now think of Mexico our home," says Jake. "I don't see Sharon or me ever wanting to return to the States." It's not an uncommon sentiment among the cruisers we've talked to this season.

— latitude/rs 11/15/10

Knotta Afreighter Nothin' Sarah Miller Zihua To Panama, Part Two (Boston)

Joining us on *Shannon* for the trip to Costa Rica was Greg, a 52-year-old bright-eyed and bushy-tailed salesman from Sacramento who was looking for a little adventure. As we left El Salvador, the four of us all but watched Central America make the dramatic transition from the dry season to the wet season. In just two weeks' time, what had been blue skies filled with little puffy clouds had become ominous dark grey

afternoon clouds that filled the air with incredible energy. Like clockwork, the heat lightning would build for several hours each afternoon while storm showers dumped rain in several directions. The storm cells were something to behold, and showering in the rain became a unique pleasure.

I remember one night in particular when, nearing Costa Rica, the radar screen turned completely white from storm cells, and there was lightning all around us. We suddenly realized that we were almost surrounded by three commercial fishing lines. Thanks to a combination of relentless flashes of lightning and intense bioluminescence in the water, it was almost impossible to see the intermittent flashes of the little LCD lights that warned of the fishing lines. As if that weren't enough, a ship appeared out of the darkness on our starboard quarter. It was so close! A moment later, another freighter appeared out of the dark off the port quarter! Both had their red and green lights showing, or did they? It was too hard to tell. Did I mention that *Shannon's* stern and steaming lights were out?

I'd wanted adventure, and I was getting it. We followed the original fishing line 10 miles out to sea — as opposed to following it in toward the rocky shore — and that put us in the shipping lanes. It was pretty spooky. Don't tell anyone, but it was one of my favorite nights of the whole trip. Yes, I got sopping wet, didn't sleep, and brewed coffee all night long while getting slammed around. But I loved it! And crewmates Mike, Ron and Greg were terrific.

The plume of clouds at sunrise the next morning featured the most magnificent pinks and purples I have ever seen. The clouds were so tall that we strained our necks looking up at the tops. The boys got a chuckle when they noticed I hadn't been in any hurry to take my foul weather gear off from the night before. I felt as though it was my badge of courage, so what was the rush in removing it? Not only that, but we had pancakes for breakfast. I won't forget that morning as long as I live.

Once we got to Costa Rica, Greg and Ron signed off, to be replaced by Marshall, 32, my friend from Massachusetts, and Leela, 35, a spiritual teacher from Minnesota, neither of whom had any sailing experience. We had to motor all the way to Golfito, so no wonder it's called the Pacific Ocean. While in Golfito,

IN LATITUDES

BOTH PHOTOS COURTESY SARAH MILLER

the Land & Sea marine motel became a little home away from home. Owner Katie saved us from being stuck in Costa Rica due to an unexpected holiday that had closed all the official offices. She was able to track down an official and convince him to make a 'house call' for a nominal fee.

The walls of this quaint and homey motel boast over 100 pizza pan-sized, hand-painted boat insignias — including one by Liz Clark of the Santa Barbara-based Cal 40 *Swell*. This was especially funny to me, because when I saw it I was holding the issue of *Latitude* where Liz described hanging out and singing on stage with Jimmy Buffet in Bora Bora. I added *Shannon's* insignia to the wall, but we were off again before the paint had dried. We had two new crew from Santa Barbara, too: Capt Steve, 60, and Miss Casey.

When we got to Panama's Perlas Islands, we anchored off a nice resort. One night Marshall, Leela and I heard some kids at a campfire speaking a language we didn't recognize. It turned out that they were the cameramen and assistants for a Turkish version of the *Survivor* reality television show. It has the same format and logos as the U.S. version. The next day, the executive producer of the show came to Mike and asked if a ride on *Shannon* could be the prize for the winner of that day's dance contest. Fun-loving Mike said yes, so the next day *Shannon* was loaded down with camera crews, gaffers, huge coolers, a director, and four of the contestants.

The contestants were beautiful, foreign — and famished! Fortunately, one of the Turks and Marshall had a common language — German — so we were able



Left; A magnificent sunrise after a wild night off Costa Rica. Above; the crew of 'Shannon' just after completing their Canal transit.

to communicate. The contestants feverishly told us they hadn't had real food for a long time, and had had to exist on

CHANGES

things like snakes and iguanas cooked with sticks over an open fire. No wonder they'd lost weight. No wonder they devoured every speck of meat in sight! They hadn't been allowed to take showers either, so you can imagine....

Despite being famished, we all started



The 'Ditch' was the scene of some excitement for 'Shannon'.

to dance while a Porsche-like speedboat did circles around us, recording everything while blasting out *I've Got A Feeling* by the Black-Eyed Peas. Mike led the conga line into the water, and we all played 'king of the dinghy' for what seemed like forever. Then as quickly as the Turks had come, they were gone. But two months later the episode was presented to 30 million viewers in Turkey, and we got to see it on YouTube. How bizarre!

While in Panama, we welcomed aboard Dr. Mike, a 47-year-old surgeon from Chicago, and Gabe, 40, an airline pilot. Unfortunately, Marshall got mugged while walking back to the boat in Panama City. We were all grateful that he wasn't hurt.

After two days of waiting, we made our Canal transit. I found it thrilling — but we did have a little mishap in the Miraflores Locks. Each lock is 1,050 feet by 110 feet, and the freighter with which we shared the lock was about 650 feet long and 100 feet wide. In other words, it was almost as wide as the lock, and we were 200 feet astern of her. The water gushed into the chamber from the bottom at a surprising rate. It took less than 15 minutes for the water to lift us 53 feet. Then, just as the gates were about to

If you ever want to feel small and claustrophobic, all you need to do is lock through a couple of Canal chambers behind a Panamax ship.

open towards Miraflores Lake, one of the cables securing the ship in the chamber snapped! The ship quickly turned its giant screw full blast for a few seconds to keep from hitting the wall, which sent turbulent water gushing our way.

We just happened to be side-tied on the starboard side to a 50-ft yacht, which was tied to a tugboat on the starboard wall of the chamber. Simultaneously, the other yacht accidentally released our bow line. As a result, our bows headed in opposite directions while our sterns were still tied together. We were not only going to hit the wall of the chamber, but slam into the closed doors at the back of it! There was so much tension on the stern line that we couldn't release it. Before we had time to cut it, Mike threw the engine into reverse, butting our boat sterns together, allowing us to release the line and return to the center of the chamber. Everyone — including the helpless Canal workers at the edge of the chamber — clapped and cheered. It happened so quickly, but Capt Mike, as usual rose to the occasion. We decided to stay in control of our lines for the rest of the transit.

After the transit, all nine of us boarded planes back to the United States. What a fantastic trip from Puerto Vallarta it had been for me! And the nature! The mama humpback whale, the iguanas in Zihua, the parrots in El Salvador, the toucans in Costa Rica, and the dolphins and turtles all along the way. Back home in Boston, I re-entered the reality of cell phones, appointments, Facebook and online everything. If I can work just eight months a year and travel four, or even work 10 and travel two, that would be perfect. And someday sooner rather than later, I want to do the Puddle Jump. Oh yeah, I want to sail the Med, too. Thanks *Latitude!*

— sarah 06/15/10

Someday — Gulfstar 41 Bill Nokes

Simple Cruising Pleasures (Chetco Cove, Oregon)

I'm sitting at the open air restaurant/bar of Gone Fishin', a small resort hotel overlooking the anchorage at Boca Chica, Panama. Life is not just good, it's extraordinary. Over the railing and through the trees and shrubs that make up the landscaping, I can see a large motor yacht, a very small sailboat, and about 12 other cruising sailboats and trawlers of



various sizes. Also in the view are two small docks, a large bay, and a plethora of islands in the channel that runs to the Pacific Ocean at the Gulf of Chirique.

Across the way is an island about 25 miles long, at one end of which is Hotel Boca Brava, another small place with an active restaurant and bar that's popular with backpackers. Its small dock is frequently mobbed by water taxis and yacht dinghies. *Someday*, my boat, is anchored between where I'm sitting and the Hotel Boca Brava dock.

At daybreak, the sky was nearly clear, with just a few splashes of wispy clouds picking up the early morning hues. Our day started with a double-size cup of coffee, then a bit of tug & fetch with my dog Anna. Then we did some last minute put-away and cleaning to prepare for some people we had invited for a short daysail. Two of the invitees, Leo and his son Charlie, who live in Boca Chica, showed up early. Leo, who speaks excellent English, was the Panamanian boatman who towed *Someday* in when



SARAH MILLER

IN LATITUDES



RAMPANT SAILING

Foto fun: If you sail all the way to Langkawi, Malaysia, and want a little different kind of sailing thrill, you can book a day charter on Rampant Sailing's Norseman 400. In addition to normal sailing, they'll drag you behind the cat for a little 'bottom cleaning'. Safety first, of course.

we had engine problems.

As it turned out, the other two I had invited, Joe and Pam, a couple from upstate New York, had to cancel. She was still feeling the effects of a two-day illness.

Someday's Perkins diesel fired up right away. After anchoring Leo's panga, with my dinghy attached, we weighed anchor and motored out past Isla Boca Brava, Ventana, and too many other places for me to remember. Leo has spent his entire life here, so even though I think I've figured out the unmarked channel, he was the guide, with his 9-year-old son at the wheel. Charlie became *capitano* for the rest of the trip.

Once we cleared the rocks at the end of Ventana, we raised sail and killed the engine. The winds were light, so we were proceeding at a *placido* two to three knots. But it was fun and relaxing. We essentially made a large circle just

outside the channel for a couple hours, then sailed back to the entrance. Clouds began to fill in, turning from white fluff to streaks and bundles of grey.

We could have sailed back in, as the wind was from a favorable direction, but I furled the headsail and fired up the diesel. It looked as though it would be easy to sail into the anchorage, but the reality is that there are a lot of curves in the channel — and dangerous rocks that I could have hit with my keel. So I preferred to be able to quickly throw the engine into reverse if the forward-looking sonar indicated any obstructions.

Once back in the anchorage, we tried setting the hook in a different place than from where we had left. I have rarely required even a second try to get a good bite, and never four attempts. But that's

what it took this time, as apparently there was a hardpan patch. As a result, we ended up back where we had been before, close enough to *Cruising Time* to violate their privacy, but not close enough to make contact.

Leo volunteered to take our *basura*, including the results of our oil change. Unfortunately, in transferring it from a bucket to a jug, we managed to change the color of my port side from white to black, and spatter his port side as well. After wiping up what we could, we donated a spray bottle of Fantastick to the restoration of the white hull.

Well, all that was several hours ago, and the three of us decided to come up to *Gone Fishin'* to have some fish fingers — something I've never seen on a live fish — and green salads. And watch the daylight complete its swing.

It may not sound like much, but what a perfect day.

— bill 12/09/10



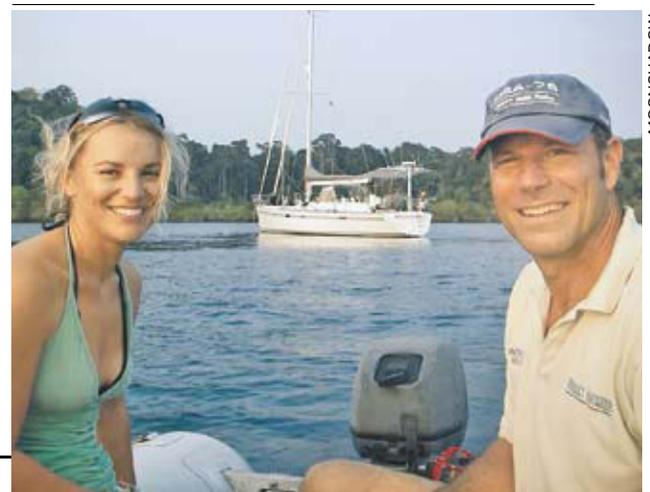
Bill Nokes

SOMEDAY

Moonshadow — Deerfoot 2-62 George Backhus, Merima Jaferi Circumnavigation, Pink & Blue (Sausalito / New Zealand)

At 1030 hours on January 7, my Deerfoot 2-62 *Moonshadow* passed beneath the 17th St. Bridge in Ft. Lauderdale, closing the loop on the circumnavigation I'd started here in November of '94. Since then, I have covered approximately 70,000 nautical miles and visited around 40 countries on a mostly

The Admiral and George. She's sailed the equivalent of around the world on 'Moonshadow' while he's actually done it. Congrats!



MOONSHADOW

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westabout course. The destination has always been the journey, and I am happy but sad that this part of the journey has come to an end.



George, with the cake Merima baked to celebrate his circumnavigation.

I owe this achievement to my best friend and fiancée, Merima 'The Admiral', who joined me on this odyssey in Australia in '05, and who logged more than 25,000 miles — more than a circumnavigation — with me. Without her strength, determination,

companionship, skills and hard work, I would never have made it.

As difficult as it may be after all the miles and memories, we are putting *Moonshadow* up for sale in the \$500,000 plus range. While we fully intend to continue cruising and racing, our cruising profile will change a bit from the long-distance bluewater stuff we've been doing to more localized cruising around New Zealand, and perhaps a few other parts of the world that we've really enjoyed over the years. We hope to find someone who will continue to love, care for, and enjoy *Moonshadow* as much as we have for the past 16.5 years.

There are many ways to run a boat, of course, but those who are about to take off cruising might be wondering if Merima and I had 'pink and blue jobs', or both did everything. It was pink and blue, as follows:

In addition to being the highest ranking officer aboard *Moonshadow*, Merima had the following responsibilities:

— Medical Officer, meaning she was

'Moonshadow' showing her stuff under a blue chute in the middle of the ocean. After 16.5 years and a circumnavigation, she's for sale.

in charge of keeping the crew healthy and happy, and maintaining the medical kit.

— Snacktician, meaning she was in charge of all provisioning and meal planning, as well as being the head chef.

— Vessel Aesthetician. She made sure that the crew kept the vessel clean and tidy, and that the decor was up to muster.

— Official Translator. Multilingual, she interfaced with all foreign officials.

— Bosun's Mate, which meant she looked after the maintenance of the sails, awnings, and crew apparel. And when necessary, she was the one who went aloft.

My responsibilities included:

- Naviguesser
- Maintenance and repair of all mechanical and electrical systems.
- Dive Master and bottom cleaner
- Fish catcher and cleaner
- Bartender/Sommelier
- D.J.

— george 12/15/10

Cruise Notes:

There are **legacy issues** that annoy some Californians who take off cruising. One is that the tax assessors in some California counties assess personal property tax on boats even if the boat leaves the county — as well as state and country — for years. The second is that not all cruisers feel inclined or obligated to pay for the sometimes-lavish pensions some California government employees start collecting at a young age. The solution for these cruisers is to establish residency in a different state, preferably without having to buy or rent property, and preferably in a state that doesn't collect up to 10% in income tax.

According to Tom and Lori Jeremiason of the formerly San Francisco-based Catalina 470 **Camelot**, who did the '10 Ha-Ha, one solution is to sign up with **St. Brendan's Isle Mail Forwarding Service** of Green Cove Spring, Florida.

St. Brendan's was established by some cruisers back in '88, and the 3,500 clients are now composed of about 40% cruisers, 40% RV folks, and a 20% mix of merchant mariners, traveling nurses and the like. St. Brendan's Isle is legally able to provide clients with a Green Cove Spring street address where things like bank statements and boat documentation can mailed.



As far as the great state of Florida is concerned, having a street mailing address for bank statements and such satisfies its requirement for being a legal resident of Florida. The folks at St. Brendan's helped the Jeremiasons fill out the residency form and file it with Clay County. "Then when I retired," says Tom, "we flew to Florida and obtained Florida drivers' licenses and registered to vote. It only took 10 minutes to get our licenses at the Florida DMV and Tax Collection Office — try to get it done that quickly in California." St. Brendan's can also act as cruiser's agents in signing and returning annual boat documentation forms.

In addition to always having a human answer telephone calls during business hours, St. Brendan's developed customized business software that allows them — thanks to the bar coding of all incoming mail — to keep track of each piece of mail they receive, know when it was sent and from where, and how many pieces of mail are included in any mail shipments they send to you. Furthermore, the software allows you to view your incoming mail online the day they receive it, and instruct them to hold, send, scan the contents, or shred the envelope. They



IN LATITUDES



BILL MCBAIN

Wha? Between boats, Bill and Cynthia McBain of Tucson spent the holidays at Jamaica, where they were surprised to find the 54-ft 'Tri This' on the beach at Negril. A Minnesota backyard project of 17 years, she went up — for the first time — shortly after being launched. Her fate is unknown.

will also open your mail if you ask them. The basic service is \$13.99 a month, so it might be worth looking into. If anyone else provides a similar service, we'd like to hear about it.

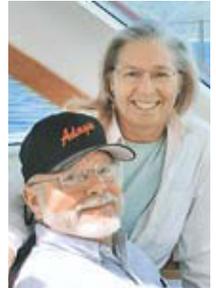
In this month's *Letters*, Paul May of the Valdez-based Vancouver 32 **Accomplice** was nice enough to send us a thoughtful response to our asking him why he sails Alaska in the summer and lives aboard there in the freezing winter. Well, we've got a new question. In the middle of January, cruisers in the **Sea of Cortez** were complaining that at times the air and water temperatures had dropped to below 60 degrees, and that they'd been getting whipped by occasional northers blowing a steady 25 knots. Since it's a rather easy sail over to mainland Mexico, where the air temps were in the 80s, the water temps are in the low to mid-70s depending how far south you go, and the wind rarely gets over 18 knots, why stay in the Sea? We're not saying that there is anything wrong with it, we'd just like to be enlightened. So is anybody willing to provide us with

an answer as thoughtful as May's?

Former Tiburon residents Steve and Dorothy Darden of the M&M 52 catamaran **Adagio** have returned to their beloved Tasmania after seven years of cruising mostly Alaska and the Pacific Northwest. "We are in Hobart," they write, "enjoying festival after festival after festival. The next big festival is the Australian Wooden Boat Festival that begins on February 11, and which will feature hundreds of wooden boats."

On their website, the Dardens recount an experience that makes cruising so special: "Unwilling to pay an extra \$300 to enter Australia on a weekend, we set our course for the more distant port of Mackay. When the wind got light, we dropped the reacher and tried to motor under the port engine. But there was something wrong, as despite the engine revving, *Adagio* didn't move. Unable to maneuver comfortably into the Mackay Marina on just one engine,

we sailed to the aptly named Refuge Bay on Scawfell Island. It provided adequate shelter from the seas raised by the 20-knot southeasterlies, and there were about a dozen other boats anchored there when we arrived. We had been on the VHF telling the Volunteer Marine Rescue person on duty that we would not be entering the marina right away to check in with Customs, Immigration, and Quarantine, but would be anchoring at Scawfell Island. Well,



Steve and Dorothy in Kiwiland, '03.

as soon as we had anchored, a dinghy with two men who had overheard our conversation with VMR showed up. To make a long story short, these 'angels of mercy' not only dove on *Adagio* to discover that the prop had fallen off, but they also located and borrowed a spare prop of the correct size from another boat in the anchorage! They even scrounged up the proper-sized washers and nuts, dove down, and installed the prop! We were flabbergasted. Coincidentally, the cat whose prop we borrowed had been disabled because they needed an impeller for one of the engines. We lent them our spare impeller, so that the cat was again fully operational. What a wonderful welcome to Australia! And what a great way to make a bunch of new friends."

"It seemed like just yesterday that **La Cruz**, just up the bay from Puerto Vallarta, was a wonderful, sleepy town," writes Jerry McNeil of the Marina del Rey-based Contessa 43 **Rocketeer**. "In fact, it was so quiet and the views were so cool that Susan and I talked about buying a little house there. Is it still sleepy and wonderful?"

Although La Cruz is now home to the **A photo of La Cruz from back in the day when there was a 'muelle', not a major marina, on the waterfront — a marina in dire need of a pool.**



ROCKETEER

CHANGES

340-berth Marina Riviera Nayarit, and there are two 10-story condos in the hills on the inland side of the main road, La Cruz is still tranquil, still Mexican, and still wonderful in the eyes of cruisers. In fact, in mid-January there were over 50 cruising boats anchored off the marina, which is the most we've ever seen. And the marina had more boats — mostly sail — than we'd ever seen. Cruisers love the new Sunday morning market in the town plaza, and the number of upscale dining options has grown. Nonetheless, our favorite eatery remains Eduardo's street taco stand just down from Philo's Music Studio and Bar, where for \$3 we can stuff ourselves with delicious tacos and drink the fine wine we brought along, while soaking up the pleasant La Cruz evening ambience. Whatever you could have bought a house for in La Cruz years ago, you can't do it anymore. Despite the worldwide real estate slump, there is no more room to build in burgeoning Puerto Vallarta, so all the development — and it's still going on — has been moving toward the north shore of Banderas Bay, which includes La Cruz.



LATITUDE / NICK

The biggest visual change in La Cruz has been the addition of the Marina Riviera Nayarit, which has a palm-lined walkway on the breakwater.

When the new highway from Guadalajara is finished in two years, and makes the Vallarta Coast an easy weekend driving destination for the six million residents, many of them affluent, La Cruz might

get a little less wonderful. But for now, it's in a sweet spot, in more ways than one, along the shores of one of the great tropical sailing bays in the world.

"We're a little late reporting it, but we arrived safely in Australia in early October after a great cruise across the Pacific," write Ian and Jennifer McCallan of the Cardwell, Australia-based MacGregor 65 **Mistral**. Cardwell, they note, is in the cyclone belt of northeastern Australia, but north of the area of recent flooding. "We left from Panama a little later than normal, so we had to cut short our stays in several places to get them all in. We'd never been to the Pacific before, and we loved the people and the islands. It was such a huge contrast to what we came to think of as the crime-ridden and not-very-friendly Caribbean, an area we won't be going back to. The Caribbean seems to be in a permanent state of disrepair, and there was rubbish everywhere. The two highlights of our Pacific crossing were Palmerston Atoll and Tanna Island, Vanuatu, the latter home to an active volcano. As for clearing

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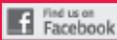
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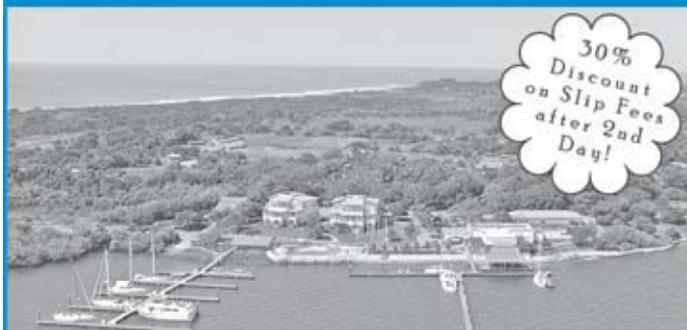
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in, Australia was by far the most detailed and expensive. Do most cruisers go to New Zealand instead because clearing in isn't so difficult? Fiji had been almost as bad as Australia, as it required about 3.5 hours, 40 signatures, and answering questions such as when was the last time we had our boat de-ratted and/or had cases of plague. At least the officials weren't as bad as in Trinidad and Tobago, where they went out of their way to give my wife a very hard time. Do officials in such places think there is something for them and their island to be gained by being arrogant and rude?"

"We had a rough trip from Marathon, Florida, to Havana, Cuba, but we entered Havana Harbor at 6 a.m. with the magnificent fort still illuminated," reports "Walter" of **Ketch 22**. [Editor's note: We were unable to get confirmation, but we believe the boat in question is Tom and Naty Marlow's Sunnyvale-based Freedom 39, which did the '06 Ha-Ha, and that Walter is crew.] "We were about halfway into the harbor when the Policia Maritima caught up with us and firmly

instructed us to go to Marina Hemingway. We called the harbor-master at Hemingway, who gave us the precise location of a buoy that wasn't on our charts, but was the key way-point to making a safe and easy entry to the marina. Once inside the marina, we were directed to a Customs berth, where we had a lengthy four-phase check-in, starting with medical. Everyone was very friendly, but there sure was a lot of paperwork. The flares were taken into custody, supposedly to be returned later. The walkie-talkies were put into a sealed bag, but left aboard. We're enjoying our R&R here, but will continue heading west as soon as the heavy winds pass."

It continues to be **illegal for most**



While Cuba can sometimes get nailed by cold and windy winter weather, it often has blue skies and blue seas such as this. Dive right in. Americans to visit Cuba because it would involve violating the Treasury Department's prohibition against "trading with the enemy". What a crock. Many American boats are now visiting Cuba, and without fear prosecution by the Obama Administration.

We've been deluged with readers won-

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CHANGES

dering how much it costs to have laundry done in Barra de Navidad, Mexico. We're pleased to report that the answer is about a dollar for 2.2 pounds or \$10 for 22 pounds at places like the **Lavenderia Jardin**. That's not bad at all. It might not seem like it, but doing or getting the laundry done at a reasonable price is often one of the most annoying tasks in cruising — particularly cruising women, who usually get stuck with it.

"Sorry that I haven't kept you posted on what's been up with my wife Marina, myself, and our Wittholz 37 **Sea Bear**," writes former Bay Area resident Pete Passano, who has been based out of Maine for a number of years now. "In fact, *Sea Bear* is laid up about 30 feet from our back door. She now has 112,500 miles beneath her keel — including many ocean crossings and one rounding of Cape Horn — since Tiburon's Bob van Blaricom and I built and launched her in the creek behind the San Rafael Civic Center. Marina and I cruised the Caribbean last winter, arrived back in Maine on May 1, and enjoyed the summer here. Our plan for this summer is to cruise the south coast of Newfoundland. I did the



LATITUDE/NICK

Lavonne Brown, a Carolina gal who crewed aboard 'Profligate' for a couple of weeks, holds up about \$5 worth of laundry.

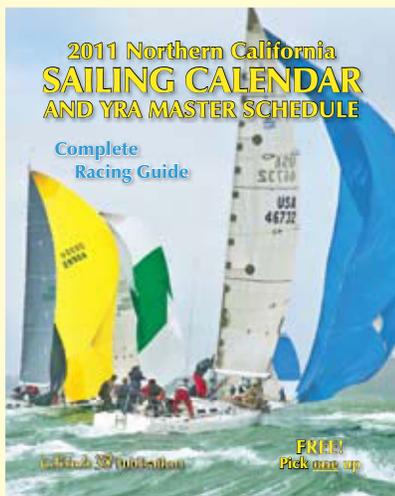
south coast in '97, and circumnavigated 'the Rock' in '03, but Marina has never been there. Newfoundland is a wonderful place with friendly and interesting people who speak — almost — English.

And there is no crime. Zero!

"I almost forgot," Passano continues, "by the time anyone reads this I will have flown to the Canary Islands to become part of a four-man experienced crew helping a friend bring his Valiant 40 **Apogee** back from Europe. We plan to leave Mogán, Gran Canaria, on January 20 for Antigua. The rhumb line distance is 2,862 miles, so if we average 150 miles a day, we should make it in 19 days. I made this passage for the first time in '66. In those days we navigated by compass, sextant, and the seat of our pants. I still have a very fond and clear memory of Barbados rising up over the bow dead ahead of us, precisely where and when we figured it would. I have mixed feelings about the impact of modern technology on offshore passage-making. It takes away much of the sense of adventure, excitement and accomplishment, and in exchange you get almost perfect safety. Anyway, I'm looking forward to leaving the ice, snow and cold of Maine behind for a few weeks, and enjoying a warm tropical sail in good company."

For those of you who don't recall our

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previous reports on Passano, sailing across oceans seems about as difficult for him as it is for the rest of us to drive a car from San Francisco to L.A. Did we mention his age? "I'm 81 going on 50, in excellent health, and feelin' good," he says. "Marina, 55, keeps me young."

In both December and January, we wrote rather long *Lectronic* pieces about how simply wonderful it's been cruising mainland **Mexico** this winter. In addition, we've enjoyed taking 25 guests along on various Sunday sails on Banderas Bay — in the best tradition of Blair Grinols with **Capricorn Cat**, and long before him, Bill Lee with **Merlin**. Since it's always hot on Banderas Bay, members of the crew often need cooling off — as in the photo at right — which just adds to the mirth. God knows we could all use a little more mirth these days.

Among those who enjoyed our pieces on Mexico were Marlene and Roy Verdery of the Northern California-based Manta 42 **Damiana**, which they bought in Florida and have been cruising in the Western Caribbean. "We loved your

write-ups about Mexico. In fact, we've been planning to return ever since we bought our cat. It's taken over three years, but we transited the Canal on December 28-29, and today we depart the Balboa YC for Mexico. We hope to see you soon!"

Indeed, it's been so much fun cruising Mexico that we hardly notice how cumbersome the **full body armor** has been when taking the dinghy through the surf, how many hours a day it takes to keep the AK-47s clean, and how hard it can be to find a bomb-proof taxi late at night with enough room for our bodyguards as well as us. In all seriousness, there is no denying the terrible narco violence that has affected certain parts of Mexico. But in just as much seriousness, there is no denying that there has been almost no such violence along



Jen cools off her husband Andrew during one of the 'everybody welcome' Sunday sails on 'Profligate' on Banderas Bay.

the Pacific Coast — except sporadically in Acapulco, a city of millions — and that the overwhelming majority of cruisers and snowbirds feel as safe in Mexico, if not more so, than they do in their urban hometowns.

"The Wanderer's reports on cruising mainland Mexico and Banderas Bay are killing me!" agrees Holly Scott of the

weatherguy.com

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CHANGES

Alamitos Bay-based Cal 40 **Mahalo**. "We had a nice warm spell in January, but I'm ready for summer right now. Nonetheless, my big news is that my friend Jo Russell and I bought **Charlie's Charts** last week. No, not just one copy, but the whole franchise, which includes the six cruising guides covering from Glacier Bay, Alaska, down the Pacific Coast of Canada and the US, the entire west coast of Mexico and Costa Rica, as well as Hawaii and Polynesia. That's a lot of ground to cover to keep the guides up to date, but somebody's got to do it, and Jo and I think we're the ones. We bought the franchise from the late Charlie's wife Margo, who had been at it since '82 and was ready for a break."

Singlehanded circumnavigator Mike Harker of the Manhattan Beach-based Hunter Mariner 49 **Wanderlust 3** reports that he's been hanging out in the southeast Caribbean, but has been getting — what else? — wanderlust again. "I'm going to sail across to the Med this summer, then return to the Pacific in the spring of '12, and maybe join the Puddle Jump for the run to Tahiti." If anyone



LATITUDE/RICHARD

As captain of the SC40 'Promotion' in the '07 Ha-Ha, Holly Scott charted a fast course. Here's hoping she can do the same with Charlie's.

thinks this is just the idle talk of a berth potato, remember that Harker already made both of the trips with his Hunter 466 **Wanderlust II** — and this was before he did his 11-month singlehanded circumnavigation with his Hunter 49.

Harker also notes that business has been better for Hunter Yachts, so they've asked him to do another seminar at Strictly Sail Pacific in Oakland this April.

Speaking of those for whom a circumnavigation just wasn't enough, Harley Earl, who did a circumnavigation from '04-'06 with his wife Jennifer aboard their Sausalito-based Hans Christian 41 **Manu Kai**, reports they've gotten their new boat, the Deerfoot 62 **Kailani** that they bought in Marmaris, Turkey, as far home as St. Lucia in the Eastern Caribbean. "The first leg of the delivery from Turkey to Sausalito was supposed to be from Turkey to Gibraltar, but wound up being from Turkey to Mallorca because the westerlies came up with a vengeance. We left the boat in Mallorca for a month, then set sail again on November 4 for the Eastern Caribbean. We squeaked through the Straits of Gibraltar in the middle of a very busy but calm night, which would be the last calm conditions we'd see for three weeks. The next time we saw light winds was for 10 days to the west of the Canaries. When we



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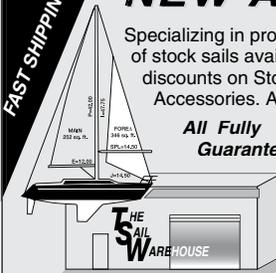
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complained about persistent light winds to Jennifer, who was doing the weather routing from shore, she would remind us that we could be farther north getting smacked by 35- to 40-knot winds and 25-ft seas. We ghosted almost the entire way across the Atlantic. It wasn't until the last three days that the trades filled in, allowing *Kailani* to show her stuff, with 225-mile days and hitting 18.8 knots going down a wave. We arrived in St. Lucia on November 29 after 26 days at sea, and managed to make it to the bar before they closed, enabling the crew to feed on cheeseburgers and beer — which had been our fantasy for 1,000 miles.

"We'll return to the boat in February to do some work, family cruising in the Grenadines, and the remainder of the delivery back to San Francisco," continues Earl. "While crossing the Atlantic, crewmember Tom Prior and I worked up a sailing syllabus, and are currently offering berths on the remaining legs back to San Francisco starting in early April. We figure that with two licensed captains/sailing instructors aboard, we

have a lot to offer those who might want to sail across an ocean someday or who might just want a guided adventure outside their comfort zone. Meanwhile, Jen, our daughter Sophia, and I are hoping to squeeze in a few last winter sails on our Sabre 32 **Savarna** before we have to let her go."

What, not another Deerfoot?!

"We were unable to participate in the Ha-Ha in November, but are now in La Cruz having the time of our lives during our first season cruising Mexico aboard our custom Deerfoot 50," write Mark McClellan and Anne MacDonald of the McCall, Idaho-based **Blue Rodeo**. "The accompanying photo of us was taken between Mag Bay and Cabo San Lucas by our friends Henry and Janice Trembecki. They were doing 7.5 knots on their



Mark and Anne, first-time cruisers, get a kick out of sailing past their friends on a trawler while off the southern coast of Baja.

Nordhaven 55 motoryacht **Cloudy Bay**, but we were doing 10 knots with our asymmetrical spinnaker, so we overtook them. It was an absolutely perfect day for sailing, with a warm and steady breeze and flat seas. Thank you *Latitude* for your years of inspiration."

De nada. It's a great shot. And isn't it a great feeling to sail by friends on their motoryacht? We were sailing back

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The Cruiser's Home in Mexico

CHANGES

to Newport from Catalina a couple of years ago on *Profligate*, and for about the last 15 miles the wind was blowing at about 18 knots on the quarter. We had a chute up and were doing a steady 12 to 13 knots. As such, we rolled over a line of about a dozen huffing and puffing trawlers and displacement motoryachts up to about 75 feet in length. The owners weren't used to that kind of treatment, and didn't seem amused. But we thought it was kinda fun.

Planning on doing the Puddle Jump from P.V. and don't want to do all the provisioning and cooking? You might contact **Camille Waters** to do it for you. Waters, who has been in the food business her entire life, had long been doing provisioning and food preparation for folks coming to vacation homes and villas on the Vallarta coast. Then last year she was approached by the Aussie couple on *Salacia*, who asked if she'd provision and prepare frozen meals for their trip to the Galapagos. Waters did, and the Aussies were very pleased with the results. Now Waters is trying to make a business out of it. She charges 20% of the price



What's cooking? For Camille Waters of Higuera Blanca, not far from La Cruz, it's provisions to be frozen for Puddle Jumpers.

of the food itself, plus preparation, but not cooking, time. She can be reached at camillenparadise@hotmail.com, or see her ad in this issue of *Latitude*.

Jake and Sharon Howard of **Jake**, who provided us with all the information

for a basic guide — part one of which appeared in last month's *Changes*, and the other part in this month's — to spending a summer in the Sea of Cortez, alerted us to the fact we misidentified their current boat. "Our boat history is as follows: "1983-1984, U.S. 305; 1984-1985, Hunter 37 Cutter Rig; 1985-1989, Hunter 40; 1989 to present, Hunter Legend 45." If you conclude that the couple, who have been living aboard constantly for years, most of the time in Seattle, have been more than satisfied with their Hunters, you would be correct.

How come **ships are going so slow**? The largest 4,665 commercial ships in the world are now traveling at an average of just 11.6 knots, down 7% from last year. It's all because of the price of fuel. As with recreational boats, the more slowly they go, the less they burn.

If you're out cruising, please **don't forget to write** — and email a couple of hi-res photos. Remember to include your full name, boat name and type, and hailing port so friends will recognize you and be suitably envious. But above all, be safe out there!

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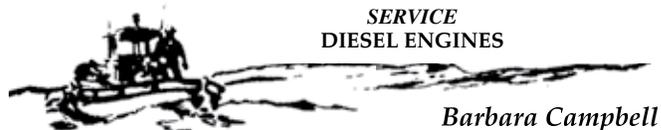
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24 FEET & UNDER

22-FT CAPRI, 1986. Redding. \$4,900/obo. Fin keel, standard rig. Ullman main and North blade both new in 2009. Also 125, 155 genoas, spinnaker. New standing and running rigging (2009). Performance package with lines aft, cabin top winches, new traveler, vang, 12:1 backstay, Spinlock halyard clutches, all spinnaker equipment, whisker pole, new lifelines. Road worthy trailer with fixed tongue wheels for ramp launching. Johnson 4hp outboard, new gas tank. Call or email for full upgrade list and pictures. (530) 241-3685 or jwpcartwright@gmail.com.

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19-FT WEST WIGHT POTTER, 2001. Folsom Marina. \$9,500. Complete package, including trailer with extension hitch, sails, sail covers, stove, Porta-Potti, cushions, 4-stroke 5hp Nissan motor, etc. Sleeps 4. Contact for complete details. (916) 409-0988 or bhuth@wavecable.com.

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25 TO 28 FEET



28-FT ISLANDER BAHAMA, 1981. Alameda. \$18,500. *Dog Days* is a proper little yacht. Beautifully appointed, well cared for, she sports a mahogany/curlymaple salon table and comes with a 2005 hand-crafted wooden rowing dinghy. See more at <http://dogdaysislanderbahama.homestead.com/Index.html>. Contact Klaus, seatter77@aol.com or (510) 501-6414.



26-FT MACGREGOR 26S, 1995. Redwood City. \$7,000. MacGregor 26 with lots of extras. 8hp Yamaha 4 stroke, solar panel charger, Neil Pryde sails. Swing center board design. Extra lead ballast. Contact oddwahl@yahoo.com or (650) 867-4113.

28-FT ISLANDER BAHAMA, 1981. Alameda. \$18,500. *Dog Days* is a proper little yacht. Beautifully appointed, well cared for, she sports a mahogany/curlymaple salon table and comes with a 2005 hand-crafted wooden rowing dinghy. See more at <http://dogdaysislanderbahama.homestead.com/Index.html>. Contact Klaus, seatter77@aol.com or (510) 501-6414.

28-FT SANTANA, 1976. Berkeley Marina. \$7,000. Volvo diesel, Martec prop, large sail inventory. Prime, upwind O dock slip. Well rigged for effective, easy sailing. 12 and 110 volt electrical systems, with Balmar charging, mounted VHF. Harken traveler and furler with 95 & 130 jibs. New asymmetrical spinnaker, clean teak interior, roomy headroom, enclosed head. October 2010 haulout, bottom cleaned and painted. Solid boat for Bay sailing. sylviaagrahamdvm@hotmail.com or (510) 812-4150.

28-FT ALERION, 2007. Sausalito. \$95,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Seldon carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Must see to appreciate. (415) 608-6919 or miland2@ix.netcom.com.

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27-FT CATALINA, 1976. Napa. \$5,650. All new: standing rigging, roller furler, head w/tank, VHF, depth, knotmeter, Bruce w/roller, CD w/remote, prop shaft/cutlass and much more. Yanmar 2-cyl. diesel. Wheel steering, 2-burner propane, shore power. Interior redone. Will email pics. (707) 258-1494 or mmmr813@att.net.



26-FT J/80, 2000. Alameda. \$34,500. Fast and fun. Hull #268 in super condition. North class jib and main. 3DL 135% genoa. Asymmetrical spinnaker. Genoa tracks. Harken roller furling. Tacktick SailMaster. Nissan 5hp outboard. Bottom painted 2010. Triad tandem axle trailer. (650) 479-6181 or sailsfj80@gmail.com.



27-FT NOR'SEA, 1980. Moss Landing, CA. \$16,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check link for pictures and detailed info. www.kabai.com/seablossom. (408) 218-9604 or Kabai@yahoo.com.

26-FT MACGREGOR, 1990. Folsom Lake, California. \$3,000. Boat and trailer. Includes main and jib, alcohol stove in galley, portable head, lots of miscellaneous equipment, Honda 8hp outboard. (530) 672-2234.



27-FT DAYSAILER E27 PROJECT. Sacramento. \$2,500. Project needs finishing. E27 hull with flush deck, open stern. One-off, Carl's project never completed. Lots of parts including Melges 24 mast, tandem trailer, carbon bowsprit, carbon tiller, Harken winches, traveler and much more. 2crowsons@comcast.net or (916) 934-6383.



28-FT NEWPORT, 1976. Ventura. \$5500. 8 sails VGC, depth, knotmeter, VHF, stereo, sun-shade, roller furling, folding prop, microwave, rebuilt drive train, barbecue, 2 anchors, new batteries, stock and singlehanded traveler, Kingston Grey Awlgrip topsides, shoal-draft keel, screen door, swim ladder, custom carpeting. jrobichau@hotmail.com or (415) 265-8391.

29 TO 31 FEET



30-FT LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond. \$25,000. Fractional sloop, wheel steering, inboard Yanmar QM15. Upgraded: cabin, electronics, VHF, GPS and chart plotter, main and jib, safety lines, shrouds, dodger, lights, wheel pilot and roller furling. (916) 487-5351 or barronsdesign@surewest.net.

WILLIAM GARDEN KETCH, 1970. Sausalito. \$3,000. Classic wooden ketch built in Oregon. Have original plans. New sails, needs engine, must sacrifice - want a trimaran. Red cedar on white oak, hauled out in 2009. (415) 272-6763.

30-FT WILLARD 8-TON CLIPPER RIG. 1977. Loch Lomond Marina, San Rafael. \$27,000. Roomy sailboat, sleeps 5, roller furling, self-tacking staysail, Yanmar diesel, new traveler, heavy displacement, ocean-going, depth, GPS, hot water, AC upgraded, good condition, ready for cruising. jeffkaye@sbcglobal.net or (415) 260-4222.

ISLANDER 30 MK II, 1971. Moss Landing Harbor District. \$7,500. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



30-FT SANTANA 3030PC, 1982. Ventura. \$27,000. Race or cruise. 2-cyl Yanmar 267hrs. New headliner/cabin sole/electrical panels. New rod rigging. Harken traveler/genoa leads. Harken roller furler, dodger, H/C pressure shower, CNG stove/oven. Full sail inventory. Too much to list. (805) 581-9220 or dnclaws@aol.com.



31-FT PEARSON SLOOP, 1978. Brisbane. \$18,500. Hull #6/65, dry, fast, very good condition, 2008 inspection, Volvo Penta MD13 23hp, new prop (2009), rigging led to cockpit, Hansen (2010), main + 100% jib, Hogan (2007), 130% genoa, Hogan (2010). Contact Tom. (408) 316-3744.

30-FT ERICSON 30+, 1981. Nelson's Yard, Alameda. \$14,000. Ready to race or cruise. Optimized for short handed, SSS Transpac veteran. 2004 engine, updated instruments. 3 spins, 4 jibs. Removable offshore windvane and hard dodger. www.employees.org/~dalvarez/ericson30. Contact ericson30@gmail.com or (510) 501-1250.

30-FT OLSON, 1980. SF Bay Area. \$9,500. Special reduced winter price! Great buy! Olson 30, race-optimized, winning boat. Has not been sailed since 2005. Faired, clean. All exterior wood surfaces replaced with carbon fiber or Delrin. Ports and stock compass mounts closed-in with fiberglass. Near-new deck gear: Lewmar toe rail track and car system, Harken adjustable jib leads, Harken traveler, Harken 3:1/6:1 mainsheet system, Harken winches, new deck gelcoat and non-skid ('98). Spar: Ballenger single spreader spar with near-new standing rod rigging. Tuff Luff headfoil. Stock boom/pole. Sails: #1 Velocity Mylar/Kevlar, #2 Dacron, #3 Velocity Mylar/Kevlar, spinnaker - Velocity 5 nylon. Interior: original. Trailer: good single axle, F-rated tires. Misc: all original gear included in boxes (w/original coolers). www.olsonbackground.olson30.org/OlsonBackground/Original_Olson_30_sales_brochure.html. (408) 712-1020 or mtown@att.net.

30-FT HOLIDAY HOLLAND, 1959. Sausalito Yacht Harbor. \$1,950/obo. Honduras mahogany topsides. Draft 4'3", beam 8'5". 2 settees, 2 quarter berths. Needs interior and exterior work, will pay off. (415) 710-0430.

32 TO 35 FEET



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$74,800. Bluewater cruiser, located in San Carlos, Mexico, ready to sail the world, full cruise equipped, more information on our website at http://youngsun.squarespace.com/specs. Contact mohrmonte@gmail.com or (970) 259-5102.

CAL 35 MK III, 1981. Puerto Vallarta, Mexico. \$45,000, price reduced for immediate sale! We planned to sail the South Pacific, but we have to return to the States. Refurbished in 2010. Winches \$1,000, SSS Transpac 2004 engine, updated instruments, U-shaped engine, auto furling, with dive computer (no tank), charts and guide books, many, many spares.

32-FT GULF PILOTHOUSE, 1980. Brookings, OR \$35,000. Universal 32hp diesel, inside/outside helm stations, AP, VHF, GPS, radar, windspeed indicator, waterspeed indicator, refurbished jib and main, new cruising spinnaker, large fuel/water tanks. mel.githens@att.net or (541) 247-6231.



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CAL 34 MK III, 1979. Ft. Myers Beach, FL. \$19,900. Well maintained Perkins 4-108 with 984 hours. New since 2006-Raymarine X-5 wheelpilot with extended warranty, Lewmar 40ST, Garmin GPS, depth, oversize standing rigging, PSS dripless, CD player, VHF, tricolor, Origo stove, shaft/coupler/cutlass bearing, mainsheet traveler, cockpit cushions, teak/stainless Edson wheel, vang and much more. Decks/hull solid - just hauled/painted - no blisters. Ready to sail Keys/Bahamas and beyond. (239) 273-0000.

34-FT SAN JUAN, 1984. \$30,000. Price Reduced for Quick Sale. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib. 3GMD Yanmar, Achilles dinghy, large bimini. Original owner. (510) 420-8956 or nino@access-print.com.



34-FT C&C, 1980. La Paz, Baja Mexico. \$38,000. Just sailed 1500 miles from SF for Ha-Ha 2010, then to La Paz. \$28,000 of new cruising gear, all electronics, new Yanmar 3GM30F since 2009. Boat is sea-proven and ready for cruising. See details, photos at website: <http://sites.google.com/site/svlegacyforsale>. (831) 726-3192 or (831) 345-9384 or LK@wisdomseminars.org.



34-FT J/105, 1992. Sausalito Yacht Harbor. \$70,000/obo. Hull #42. Jose Cuervo has new mast, furler, foil, pole rig and turnbuckles. Keel and rudder faired. Minimum class wt. Big Boat winner, light and fast. (415) 218-6312 or mbm@4ibp.com.

34-FT CORONADO, 1970. Antioch. \$17,000. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin GPS, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. 2 anchors w/chain and rode. (510) 676-4444.



35-FT BENETEAU 343, 2006. Marina Bay Yacht Harbor, Richmond. \$118,000/obo. Pristine condition, professionally maintained. Raymarine E-80 chartplotter, radar, autopilot, wind, depth, knotmeter. Lewmar electric windlass, furling jib, StackPack main, microwave, AM/FM radio with 10-CD player. (707) 545-6542 or roy@rnjlaw.com.



COLUMBIA 34 MKII, 1973. SF Bay. \$22,000/obo cash or trade. Documented. Extensive cruise history and equipped to the teeth for cruising. Redundant systems, tons of tools/spare parts. 7' headroom. Refrigeration. Pressure water. Propane stove. Great cruiser, great liveaboard (liveaboard friendly marina with marina approval). All new AC shorepower system with expansion capacity. Yanmar 3GM30 diesel runs beautifully. Utilitarian, cruiser's sail inventory. I intended to cruise her, but now sadly selling due to illness. boat4sale@sappfire.net or (415) 692-1330.



35-FT HINCKLEY PILOT, 1963. Sausalito. \$55,000. Sparkman & Stephens design, 1963. Rebuilt Perkins 4-108, full batten main, radar, chart plotter, autopilot, well maintained. Sweet boat to sail, especially upwind. Estate sale. billbysfbay@gmail.com, (415) 720-5477 or (415) 339-0100.



33-FT HOBIE, 1984. Alameda. \$15,900. Fixed keel model. New in 2010: Tiller, hatchboard, GPS, VHF, gel battery, charger, new Mercury 9.9 outboard. 10 bags of sails, dacron and mylar mainsails, two 120%, #2, #3, self-tacking jib on furler, storm jib, wind seeker, 1/2oz spinnaker. Spinnaker pole, whisker pole. To be competitive, you'll need new sails and ropes, and the price reflects this. Interior is open and clean and light. Priced for quick sale. <http://picasaweb.google.com/nelsonyachts/Hobie33SailboatForSale> nAlamedaFastAndFun?feat=directlink#. Email davidkory@gmail.com.



33-FT SUMNERCRAFT MOTORSAILER. 1967. Morro Bay, California. \$20,000/obo. Boat can stay in slip. Center cockpit with all new sails. Big diesel engine with low hours. Need some minor work. Comfortable boat with character. (805) 771-9415 or Uroqueen2003@yahoo.com.



34-FT 11:METRE OD, 1992. Santa Barbara. \$18,000/obo. The 11:Metre OD is very fast, responsive PHRF racer and a comfortable day-sailer. Self-tacking jib, masthead spinnaker, great downwind performance. L=33'-8", B=8'-2", D=5'-11", Disp.=3600#, fresh bottom (5/2010), custom kelp cutter, KVH / Nexus instruments, 2008 2hp Honda outboard (6 knots). Removable life lines. North 3DL main (new), 3DL class jib (good), Spinnakers: (3): runner & reacher (good), Asym. code zero (very good), 155% Genoa, (very good). Custom aluminum, dual axle trailer included. <http://architect.com/cuidado/Site/Welcome.html>. (805) 969-1991 or TBA@Architect.com.

36 TO 39 FEET

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$29,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. train69@hotmail.com or (805) 200-6089.

38-FT HUGHES, 1970. \$20,000/obo. S & S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.



38-FT STEPHENS Farallone Clipper, 1957. Oakland. \$27,500. This well maintained SF Bay classic sloop is in great shape. For more information visit the website: www.yachtworld.com/boats/1957/Stephens-Farallone-Clipper-2289368/Oakland/CA/United-States. Or call (510) 387-0240 or jcoultter1@comcast.net.

37-FT CREALOCK CUTTER, 1980. Monterey. \$45,000. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. Email ddatpbio@gmail.com.

37-FT GULFSTAR, 1978. Berkeley Marina. \$20,000. Great boat to sail, roomy, comfortable and stable. Extensive rehab in 2002, new standing and running rigging, thru-hull fittings, roller furling, head and holding tank and more. Needs bottom job and cosmetic work. (619) 244-2144 or jimhumphrey@cox.net.



CAL 39 MK III, 1982. Pt. Richmond. \$72,000. A sweet sailer, beautifully maintained, continually upgraded. Two time MX vet, ready to go again. Spectra H2O, solar panels, expanded diesel tankage means cruising independence, easy sailhandling systems. Website for complete info <http://Cal39Allegria.com>. (510) 230-4979.

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39-FT ALLIED MISTRESS KETCH, 1984. Indiantown, Florida. \$22,000 or possible trade. Center cockpit aft cabin. Re-powered Perkins 4-108 w/new fuel tank, thru hulls, 10 coat epoxy bottom and good sails. Needs some work, but it's a great Caribbean cruiser. (541) 840-8570.



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

38-FT ATKINS INGRID, 1983. Prevesa, Greece. \$25,000/obo. Cutter rig, Yanmar 3QM30, 140 gal fuel, 150 gal water, Monitor vane, tiller, Furuno SSB, radar, autopilot, GPS, VHF, Avon, outboard, etc. ingrid4sale@hotmail.com.



38-FT C&C LANDFALL, 1983. Philippines. \$60,000. Well maintained and equipped fast cruiser. Many recent upgrades: Spectra watermaker, liferaft, Force 10 stove, genny, Zodiac, Raymarine ST60 group, more. See website: inventory, photos and 360 degree virtual tour. <http://IrishMelody.com>. (707) 540-3079 or (707) 529-3079.



36-FT ISLANDER FREEPORT. PLAN B. 1981. Olympia, WA. \$60,000. Popular Perry design. Beautiful wood interior with lots of storage. 50hp Pathfinder engine. New KiwiGrip non-skid. Updated windows and stainless ports. Feathering prop. Asymmetrical spinnaker, 140, 100, and full batten main. Dickinson heater. New Quick Hector windlass. CQR and Fortress anchors. All LED lighting. GPS, AIS, radar, VHF. AB dinghy and outboard. (503) 492-9967 or freeport1981@live.com.



38-FT CATALINA, 1985. Oyster Point. \$47,500. Replaced in 2002 - main, headsail, spinnaker, '03 - all rigging and battery charger, '05- batteries, '09 - chartplotter C90W, depth, wind, knot log, 2010 - AIS, autopilot. Bottom maintained monthly. (415) 860-2248 or billferrera@msn.com.

36-FT CATALINA MK II, 1995. Alameda, CA. \$85,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. (510) 523-4081 or roystark@aol.com.



36-FT ISLANDER, 1981. Sausalito Yacht Harbor. \$37,500. Fun and strong family boat. Sails, anchors, autopilot, diesel, new packing gland, and new head with plumbing. Great Sausalito Yacht Harbor slip. Please call for more pictures or additional information. (415) 602-8464.



37-FT BENETEAU 373, 2005. Emery Cove \$142,000. You will turn heads for all the right reasons when you enter a marina aboard this boat. Fully loaded 373, one of the roomiest hulls for her length on the Bay and sails like a racer. Great weekend home to cruise and enjoy the Bay/Delta and beyond. This boat is very clean and is professionally maintained. In-mast furling, Yanmar 40hp, dodger, bimini, radar, gps, feathering prop, two head sails with furling, dingy with Honda 5 hp outboard and so much more. This model offers extra comfort in two cabins, convenient and well equipped galley and luxurious head. This is a great boat for quick getaways on the water or extended cruising! dave@davephilipp.com or (916) 212-1322.

36-FT ALLIED PRINCESS, 1977. Petaluma, CA. \$40,000. Well cared for cruising ketch. Recent refit includes new sails, running and standing rigging, electronics, hull LP paint. Perkins diesel w/500 hrs. www.flickr.com/photos/54536845@N08. (707) 364-0801 or rkhurt@comcast.net.

36-FT PEARSON, 1975. Pt. Richmond, CA. \$27,000. Well maintained, roller furling, 110 jib, 150 genoa, spinnaker, Anderson winches, dodger, sounder, VHF, Volvo diesel, 30 fuel, 100 water, 4 anchors w/chain and rode, stove w/oven, nice interior, good sailing boat. Email jmshubie@gmail.com.

40 TO 50 FEET

46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! More at www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. (805) 459-1909 or woodeneye53@yahoo.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genny, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.



45-FT SPARKMAN & STEPHENS Seafarer Yawl, 1962. San Francisco. \$75,000. Yacht *Soltura*. Built in Holland in 1962 of hand-laid fiberglass. Seven Seafarer 45's were built, and their high quality of construction is evident. Great size for the Bay, Delta and Pacific. Sea-kindly and easily handled by two people. Possible trade or financing. Contact Jerry. (415) 435-3513 or gsumsey@yahoo.com.



45-FT LOA LAURIE DAVIDSON. Burson, CA. Now \$75,000/obo (was \$90,500). Infrared. Cross-over racer/cruiser. Now a roomy Swan-like cabin "furniture boat". New refrigeration, microwave, new extra batteries, with perfect sine wave inverter for internet-computer navigation station. 3000 Autohelm, walk-up sugar scoop transom. Like-new fully battened Dacron with dbl reef (self tacker) with Harken roller furler 100% jib. We almost made it for the Baja Ha-Ha this year, but family illness made change of plans (wife has cancer). Compares well with any boat in performance and 3-cabin layout accommodation. Owner may carry for right buyer with 1/3 down-5 years-at 5%. Shown by appointment only. Ray Lopez, Bonita Ranch. (209) 772-9695.



48-FT ISLANDER, 1985. Sausalito. \$185,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or sailonbaby@gmail.com.



41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or sail@voleauvent.com.



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47-FT BENETEAU 473, 2004. Beautifully maintained, lavishly equipped, lightly used, three staterooms. Elite upgrades: electric winches, bow thruster, air conditioning, heating, generator, MaxProp, Yanmar engine, epoxy barrier, forward scanning sonar. Best 473 buy. Possible tax advantages! For complete info and photos visit: <http://yachtamicus.com>.



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41-FT HARDIN SEAWOLF KETCH. 1977. Bellingham, WA. \$42,000. Solid fiberglass hull and cabin, teak over fiberglass decks. Recently re-powered Perkins 4-108, beautiful teak and mahogany interior. Many upgrades over 16 years of ownership. Death in the family forces sale. (360) 739-1550.



40-FT ANGELMAN KETCH, 1960. Ventura, CA. \$45,000/obo. Designed by famous West Coast marine architect, built by Newton & Sons, Hong Kong. Solid 1-3/8" Burmese teak deck and hull on ipol double-sawn and bronze bolted frames. Sitka spruce spars. Lehman/Ford 4-cyl, 60hp diesel. 2 cabins, 2 heads and large center pilothouse. Classic beauty. (805) 896-3384 or bluemaxtoo@msn.com.

40-FT CAL, 1969. Honolulu. \$59,000. Well maintained and modified. New maststep beam. Twin spreader mast. New cruising sails. 3-cyl Yanmar V-drive. Stiffened keel. New complete electrical system. Misc extra sails and spinnakers. Going cruising to Tahiti, boat halfway there. (808) 292-6844 gvan@hawaii.rr.com.



40-FT PETERSON, 1979. Mexico. Price reduced to \$60,000. Aluminum hull, Pathfinder, electric winlass, 66 Bruce, Profurl, full batten 3-reef main, 3 headsails, winches-2.3 speed, GPS, depth sounder, autopilot, 100-amp alternator, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or s.blues1@yahoo.com.

45-FT DOWNEASTER CC, 1980. La Paz, Mexico. Best offer. This California-built boat was refitted in 2004. Our plans have changed and we will make this an excellent deal for new owner. Can be seen at website. www.mazmarine.com. (941) 204-3271 or kruzn2004@aol.com.



50-FT HERRESHOFF CARIBBEAN. 1978. Napa Marine. \$199,500. 14.5' beam, 6' draft, Perkins 6-354, radar/AP/SSB-Ham, VHF, Probe, 6-person raft, spares, tools, dinghy/motor. Fresh interior refinish. Not a fire sale. Serious inquiries only. www.sailboatlistings.com. (707) 834-4798.



40-FT HUNTER LEGEND, 1986. La Paz, MX. \$64,900. Cruise ready for the 2011 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.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos: <http://sailboatvagari.blogspot.com>. stanstreb@gmail.com or (520) 825-7551.



50-FT COLUMBIA, 1972. \$62,500/asking. Classic Bill Tripp sloop, rigged for cruising. Needs some work. Fuel 250 gal, water 180 gal, chain 400 feet, canister liferaft, and much more. (805) 797-5124 or debugarre8@att.net.

CATALINA 42 MK I. 3-cabin pullman, 1989. Ventura, CA. \$102,500. Beautiful Catalina 42 w/3 cabins. Extensive sail inventory. Tons of extras and upgrades! Ready for cruising! <http://catalina42for-sale.blogspot.com>. (805) 637-5140, (805) 390-4867 or sailingbeauty2@yahoo.com.

51 FEET & OVER



55-FT FIBER STEEL, 1980. River View Marina, Sacramento. Make offer/Must sell. 72' LOA, 16' beam, F/C, 671 main engine with 300 hrs. 15KW gen, 1100 gals. diesel. 500 gals. fresh water, ketch rig. New sails, 6'6" head room, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveaboard with liveaboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

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CLASSIC BOATS

35-FT ARTHUR ROBB LION, 1962. San Francisco Bay Area. Complete restoration 2003-2005. Teak hull, copper riveted, bronze floors, new galley, head, etc. Restoration too extensive to print here - complete documentation written and in photos. 2006 winner Stone Cup, 2009 Master Mariners Tee Shirt Boat. Great sailboat for racing, cruising or just daysailing. (707) 462-3507 or (707) 972-1376.



34-FT COLLECTABLE KETCH, 1955. Napa, CA. \$9,900. A beautiful 34-ft John Hanna timber ketch evokes the romance of the sea with ratlines, whisker shrouds, a dolphin stay, wood blocks, four racks of belaying pins, caulked wood deck, fir masts and spars, portholes, and skylights. 2-cylinder Volvo Penta diesel. Eye candy for your dock, and a rewarding hobby. Good Bay and Delta daysailer, generates compliments wherever she goes. Not a liveaboard. Berthed on the Napa River. (707) 738-1405 or laird@ljdurham.com.

MULTIHULLS

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$150,000. Excellent condition, upgrades, equipment. Fast, comfortable, easy to sail floating condo - roomier than 45-ft monohull, doesn't heel. Ideal for the whole family - racing, cruising the Bay, coast, to Mexico, beyond! More at <http://loonasea.gibbons.web.stanford.edu>. (650) 380-3343 or loon.asea@yahoo.com.



40-FT 37 SEARUNNER, 1982. Sea of Cortez. \$39,000. 37-ft Searunner, stretched to 40. All cruising amenities. New 4-108 Perkins diesel and bottom paint. On the Sea of Cortez. Email feernaut@hotmail.com.

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36-FT AVANTI BY BAYLINER, 1998. Alameda. \$89,000. Boat is in great shape. Less than 100 original hours on engines. New bottom paint, new canvas, new electronics, all maintenance on engines recently done. Boat is ready to go. (415) 686-0784 or rod.kux@gmail.com.

17-FT BOSTON WHALER MONTAUK. 1975. Sausalito. \$6,500. 1995 Suzuki 85hp 2-stroke, varnished teak wood, bottom paint, canvas, 12 gallon tank, rod holders, new VHF radio. Great condition, runs great. In water w/transferable Sausalito slip. No trailer. Pictures available. (415) 302-8447 or smpitt@hotmail.com.



35-FT VIKING CONVERTIBLE sportfisher, 1982. Monterey, California. \$99,800. In excellent condition. Twin Cat 3208 Turbo diesel with troll valve. Boat is loaded. New fire system. Low hours and ready for fishing! Boat is in Monterey. Berth available. acculoan.com/viking.htm. (925) 963-7031 or johnd@xyvest.com.

PARTNERSHIPS

45-FT JEANNEAU PARTNERSHIP. Emery Cove. 1/2 equity partnership, \$100k and \$220/month each. Like-new 2006 Jeanneau 45 Sun Odyssey with under 300 engine hours. Gorgeous interior with Italian leather, flat screen TV, stereo, 2 staterooms. Top of the line equipped. In-mast furling main, roller furling jib, electric winches, Yanmar diesel, E-80 Raymarine, radar, autopilot, electric windlass. Fast, easy to sail, great for entertaining and cruising. Definitely worth seeing. (510) 599-0011 or Amy@amysnuen.com.

50% EQUITY PARTNERSHIP. Santa Cruz Harbor. \$22,500. 1989 Catalina 34 in excellent condition, located in a lower harbor berth. Excellent partner. Great location. Contact (559) 312-5550 or ark4021@gmail.com.

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SINGLE SKIPPERS AND CREW of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, raft-ups, invaluable onboard training, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club, www.bbyc.org. Social; 6:30 pm. Meeting; 7:30 pm. Guests welcome. More info at www.singlesailors.org. (312) 402-3663.

NON-PROFIT

BOATING COURSES. Boating Skills and Seamanship (power) Sailing Skills and Seamanship (sailors) offered by USCG Auxiliary Flotilla 17. Learn: Essentials of boating/sailing seamanship; Navigation; Weather; Communications; Knots. Wednesdays, JAN 26-MAY 18, 1930-2130 at Berkeley Yacht Club. \$75; About Boating Safely - Our basic boating course provides the foundation for boating safely. Saturday, March 12th, 8:30-5:00 at YBI Coast Guard Station. \$55 includes book/ lunch; GPS for MARINERS Learn: GPS skills; GPS functions; other equipment interface. May 17th, 19th, and 21st Tues/Thurs 7:30-9:30 pm, Sat 0900-1200. \$55; Weekend Navigator course. Learn rudiments of navigation using GPS, and backup navigation skills using charts, navigation plotting tools, and dead-reckoning. Wed. May 25th - July 6th 1930-2130, Sat., June 11th & 25th 0900-1200. TBD <http://Flotilla17.org>. Email FSO-PE@flotilla17.org.

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PERSONALS

SAILING INVITATIONS HAWAII. Welcome aboard *Spirit Guide*, a 2002. 53-ft Amel. Would like to meet single sailing partner for Hawaiian Islands and possible circumnavigation. (714) 827-0229 or kcyoung52@gmail.com.

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Welcome to YRA Racing, the best racing value on the Bay!

Thank you for participating in the YRA! We offer a choice for racing both on the Bay and on the local ocean!
SERIES INFORMATION

The YRA PC Series

- The 3 marquee YRA Regattas: The Great Vallejo Race, the YRA 2nd Half Opener, and the YRA Season Closer. Each weekend features 2 days of racing and a party at the host club Saturday night.
- Each weekend is a stand-alone regatta. Division Champions will be named for each Regatta.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure tight racing.

The YRA Spring/Summer Series

- In the Bay racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes (ODCA).
- The series consists of 6 races- the Spring 1, 2, & 3 and the Summer 1, 2, & 3.
- HDA Divisions are determined by grouping similarly rated boats.
- YRA Spring/Summer Series Racers are invited to race in the Crewed Lightship 1 race for an additional \$5.00. Additional OYRA equipment requirements must be met. See http://www.yra.org/OYRA/ocean_safety.html.
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- In 2011, there are 9 ocean races ranging from 25 to 60+ nautical miles as well as a "Daylight Series" consisting of 4 races that start at 1030 hrs and finish by 2100 hrs. The Daylight Series races include both Lightship races, the One-Way to Half Moon Bay race & the Southern Cross.
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00
- Racers will race in one of the following 5 divisions, determined by their boat's rating or D/L ratio, unless choosing to race in the Short Handed division:
 - PHRO 1a – NCPHRF of 0 or less
 - PHRO 1 - D/W ratio Less than 100
 - PHRO 2 - D/W ratio 100 to 199
 - PHRO 3 – D/W ratio 200 & Over
 - SHS – Shorthanded division, Specifically Requested, open to doublehanded or singlehanded boats only.

WBRA (Wooden Boat Racing Association)

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 4 fleets:
 - Bird Boats
 - Bear Boats
 - Folkboats
 - IODs
 - Knarrs

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org.** Sailing instructions are normally posted approximately 2 weeks prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html for more information. **Please note that to race in an OYRA Race a 406 EPIRB or 406 PLB is required.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit www.yra.org for more information!



Yacht Racing Association of San Francisco Bay - 2011 Entry Form

1070 Marina Village Prky, Suite 202-G
Alameda, CA 94501
Phone: 415.771.9500
Fax: 415.276.2378
email: info@yra.org

Name: _____ Boat Name: _____ Sail Number: _____
 Street: _____ Boat Model: _____
 City, State, Zip: _____ Manufacturer: _____ Yr Built: _____
 Evening Phone: _____ Daytime Phone: _____ Designer: _____ Yr. Designed: _____
 Email Address: _____ U.S. Sailing #: _____ YRA Member #: _____
 Yacht Club Affiliation: _____ Marina: _____ Berth/Slip #: _____

Membership Fees:	YRA Membership:	Required for YRA Racing	\$45	\$ _____
NCPHRF Fees:	Renewal of 2010 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2009 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA PC Series -3 weekend regattas: Vallejo, 2nd Half Opener, Season Closer	\$150	\$165	\$ _____
YRA Spring/Summer + PC Series (HDA/ODCA, Includes PC races)	\$180	\$195	\$ _____
YRA Spring/Summer Series only (HDA/ODCA, no PC Series)	\$150	\$165	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	\$ _____
OYRA Daylight Series- 4 ocean races- both Lightships, Half Moon Bay, SoCross *	\$150	\$165	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA Spring/Summer Series racers entering Lightship 1 *	\$5	\$10	\$ _____
OYRA season racers entering Vallejo	\$5	\$10	\$ _____
Party Circuit racers entering the Summer Sailstice	\$5	\$10	\$ _____
Vallejo Race Only	\$75	\$80	\$ _____
2nd Half Opener Only	\$75	\$80	\$ _____
Season Closer Only	\$75	\$80	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	\$ _____

Late Fee: **No entries are accepted after 5pm the Wednesday before the race**
 Any entry Rec'd after 5pm the Mon before the race \$35 \$ _____

*** Participants in an ocean race or ocean series must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html** **TOTAL** _____

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

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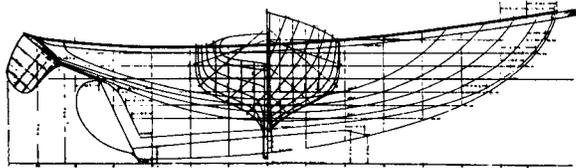
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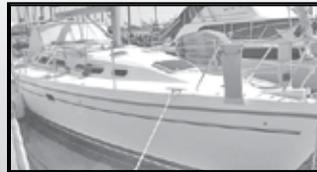
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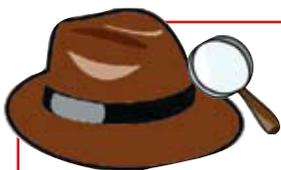
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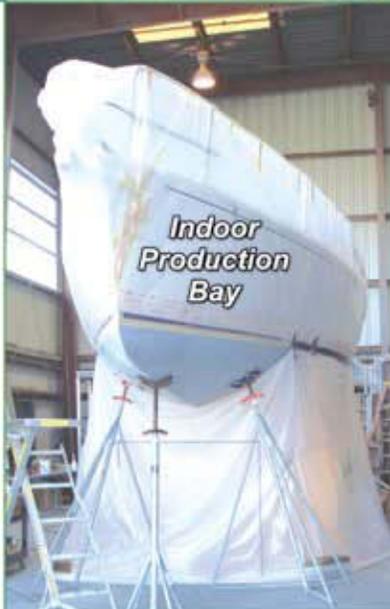
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