

Latitude 38

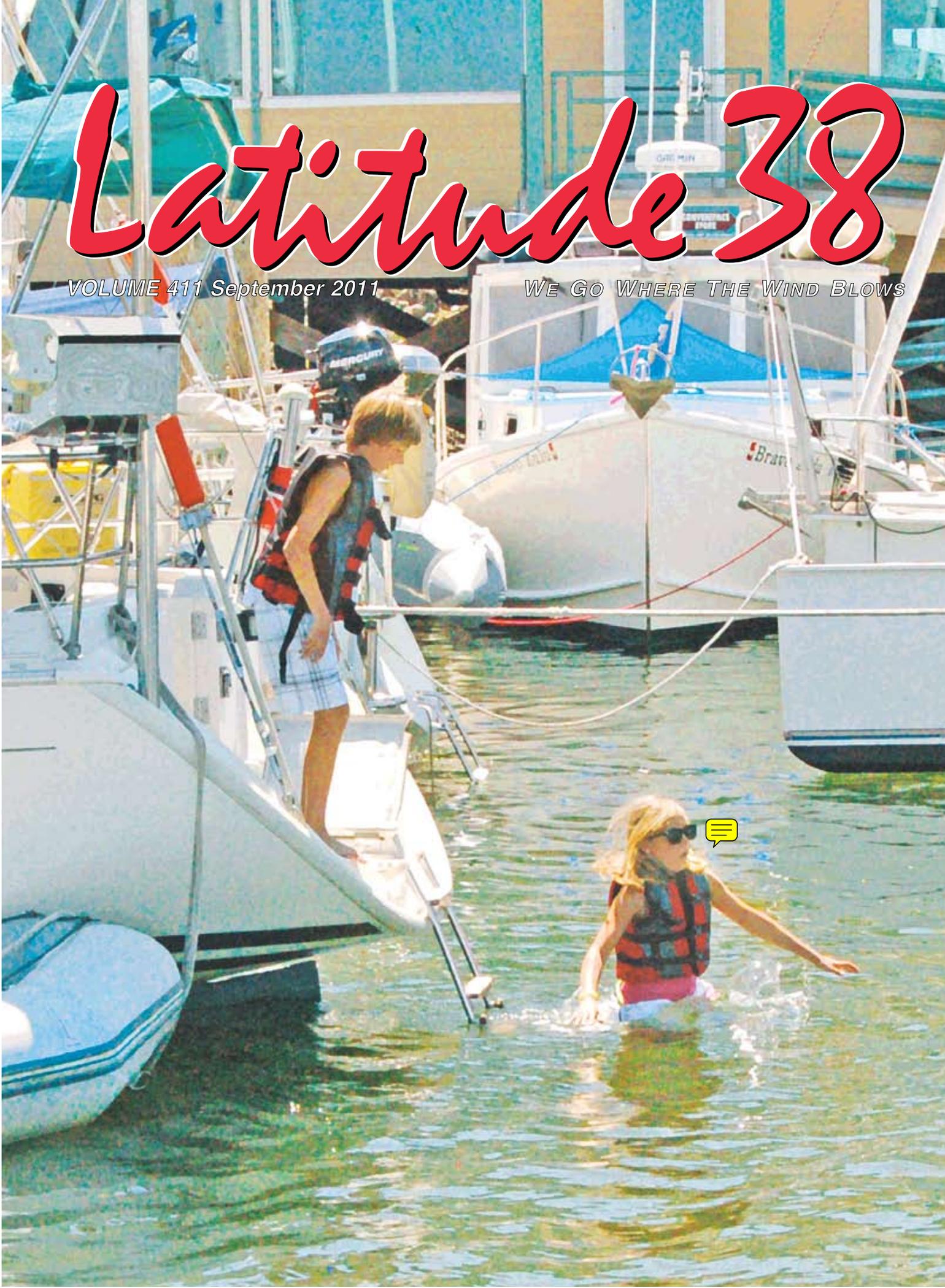
VOLUME 411 September 2011

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Latitude 38

SEPTEMBER 2011

VOLUME 411





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PHOTOS LATITUDE 38/ROB GRANT



California Condor*

Buzz Blackett's Antrim-designed Class 40, *California Condor*, won this Spring's Crewed Farallones Race. The 58-mile race combined a breezy beat from San Francisco to the Farallon Islands and varying conditions for the reach back to the finish.

The California Condor, the bird not the boat, has the largest wing span of any bird in North America. The head of the mainsail on *California Condor*, the boat not the bird, measures 11-ft across. The crew reefed the sail for the windy upwind part of the race, then shook the reef, shifting gears to fly to the finish with the full main and "all purpose" Airx asymmetric spinnaker.

California Condor's entire sail inventory is from Pineapple Sails, designed and built at our Alameda loft. Each sail was carefully crafted to fit this fast and complex boat - and Buzz's plan for racing her.

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TAYANA 48 DS



2003, \$419,000

HYLAS 46



2002, \$398,000

MARINER 50 MS



1979, \$175,000

TAYANA 37



1981, \$72,500

C&C 41



1984, \$56,900

HUNTER 34



1986, \$35,000

C&C 32



1984, \$31,500

NORWEST 33



1979, \$29,500

HUNTER 31



1987, \$25,995

HUNTER 31



1984, \$25,900

ISLANDER 30



1979, \$18,900

NONSUCH 22



1987, \$17,500

NEWPORT 30



1978, \$17,000

In Grand Marina
2099 Grand Street
Alameda, CA 94501

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Cover: Austin and Brianna Borg cool off at Bethel Island's Sugar Barge during Delta Doo Dah 3D.

Photo by Latitude/LaDonna

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, 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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Oceanis 37



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47'	Vagabond	1983	35'	C&C 35 Mk III	1983	49,000
45'	Beneteau First 45f5	1991	34'	Catalina	1986	44,900
44'	Norseman 447	1984	34'	Tiffany Jayne	1982	37,500
42'	Cascade	1971	34'	Aloha sloop	1984	49,000
41'	Dehler 41 DS	1998	33'	CS		33,900
41'	Tartan 4100	1996	33'	Hunter 33.5	1992	45,000
40'	Beneteau	2009	33'	Yamaha	1978	25,000
40'	Beneteau	2008	32'	Beneteau 321	2000	73,500
40'	Sea Wolf ketch	1968	32'	Island Packet 320	1998	110,000
39'	Beneteau 393	2006	32'	Valliant	1978	43,900
38'	Ericson	1988	32'	J/32	1997	87,500
38'	Island Packet	1993	30'	Islander MkII	1973	12,500
37'	Tartan	1982	30'	Freedom 32	1984	21,500
37'	Beneteau 373	2005	28'	Alerion	2002	78,000
37'	Beneteau 370	1991	25'	Cal 2-25 w/trailer	1979	11,900
37'	Pacific Seacraft	1984	24'	Corsair 750, trlr, AirDock	2008	55,000
36'	Beneteau 361	2000				
36'	Beneteau First 36s7	1998				
36'	Beneteau First 36s7	1998				
36'	CS sloop	1988				
36'	Island Packet 350	1999				
35'	Ericson	1978				

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Beneteau 40	Tartan 3700
Amel 46	Islander Bahama
Beneteau 461	Beneteau 41
Cape Dory 36	Alerion 28
Beneteau 321 (2)	Beneteau 473
Morgan 45	Beneteau 10R
Beneteau 361 (2)	Island Packet 40
Catalina 320	Beneteau 393
Beneteau 310	

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TAYANA 48 DECK SALON

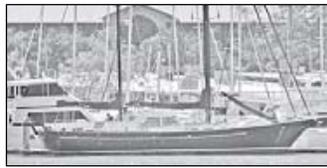


Tayana 54
Tayana 58
Tayana 64
Tayana 72



1983 TAYANA 55

Proven cruiser, fully equipped. Leisure Furl main, newer LPU, dive compressor. **\$275,000**



80' DON BROOKE PH KETCH

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2001 HUNTER 380 Excellent condition with only 356 hours on Yanmar. Furl Boom in-boom furling with electric winch make life easy. **\$119,900**



2006 TAYANA 48 CC South Pacific vet with everything you need to go. 3 stateroom version in great shape. **\$425,000**



1999 CATALINA 42

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1982 TAYANA 42 Center Cockpit A cruising classic with beautiful teak interior. Air/heat, full enclosure, SSB, non-skid decks. **\$119,500**



1974 NEWPORT 40

A sweet sailer that can still pass most boats on the Bay. Newer Westerbeke diesel, full batten main. **\$34,900**



1979 BABA 30

Classic bluewater cruiser designed by Robert Perry. Bristol condition and ready for her next captain. **\$49,900**

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Latitude 38

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51' MORGAN OUT ISLAND CC, '81 \$125,000
Go cruising afar or just stay home and enjoy her expansive living areas both above and below deck with very nice appointments.



43' HUNTER LEGEND, '91 \$89,000
This hard-to-find-on-the-West-Coast 43' Hunter Legend features a cockpit with deep seating, wide decks and a classically clean look.



42' BENEATEU IDYLLE 42, '85 \$65,900
With spacious interior, this boat is excellent for liveaboard, weekend sailor or serious cruiser. Out-of-state seller wants her gone!



40' C&C, '78 \$37,500
C&C pedigree and upgraded rigging and electronics. Bottom paint is just one year old. Priced to move, she's a lot of boat for the money!



36' CATALINA, '83 \$42,000
Perfect entry-level cruiser and/or liveaboard for a couple or single wanting to experience the joy and freedom that sailing provides.



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32' CATALINA 320, '04 \$99,900
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30' FISHER NORTHEASTER PH MS, '77 \$69,500
Increased fuel economy provides for extended cruising under power. The two-blade prop provides improved sailing performance.



30' CATALINA, '85 \$24,500
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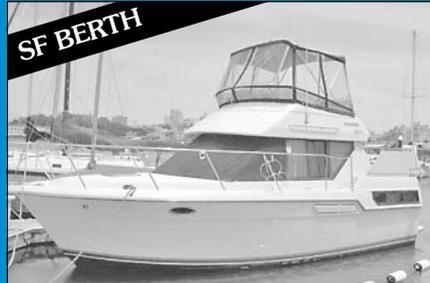
Jeanneau 40, 2005
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36' Catalina MkII, 2002
\$112,000



Beneteau 370, 1991
\$79,000



Carver 30
\$59,900



47' Chris-Craft Commander,
1974 • \$70,000



46' Moody, 2000
\$350,000



30' Royal Systems Yacht, 1965
\$50,000 • 40-ft SF Berth



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35' J/105, 1994
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CALENDAR

Non-Race

Sept. 1, 1854 — The clipper ship *Yankee Blade* sank off Pt. Arguello — with \$3 million in gold aboard — just after leaving the Bay bound for New York.

Sept. 3 — Suddenly in Command class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$20. RSVP, (408) 246-1147.

Sept. 3, 10, 17, 24 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Sept. 4 & 18 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Sept. 5 — The unofficial end of summer — Labor Day.

Sept. 6-7 — Deer Harbor (WA) Wooden Boat Rendezvous. Info, (360) 376-4056 or www.deerharborwoodenboats.org.

Sept. 7, 1835 — Charles Darwin reached the Galapagos aboard *HMS Beagle*.

Sept. 7 — Liferaft safety class by Sal's Inflatables, 3-5 p.m. at Encinal YC, just before the Mexico-Only Crew List Party (see next listing). Find out what it's really like to get into a liferaft from the water — bring a wetsuit! Reservations and \$25 deposit required for this free class. Info, (510) 522-1824.

Sept. 7 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered '11 Ha-Ha skippers and first mates). Info, (415) 383-8200 or www.latitude38.com/crewlist/Crew.html.

Sept. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for less than \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfy.com.

Sept. 8 — 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.

Sept. 8-11 — All-Islander Rendezvous at Cat Harbor on Catalina Island. All Islanders welcome! For details, contact Don Grass at dgrass1@cox.net.

Sept. 9-11 — Catalina Rendezvous at Two Harbors on Catalina Island, sponsored by Orange Coast College Sailing Assn. Info, (949) 294-7639 or ericwalther007@yahoo.com.

Sept. 9-11 — 35th Wooden Boat Festival in Port Townsend, Washington. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 10 — Marina Village Flea Market at Gate 11, 9 a.m. See www.marinavillageharbor.com for directions.

Sept. 10 — Ballena Bay YC's rockin' Island Party featuring Eric Stone. Dinner \$35, music only \$10. Info, www.bbyc.org.

Sept. 10-11 — 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.

Sept. 10-11 — Pittsburg Seafood Festival at Pittsburg Marina. Info, www.pittsburgseafoodfestival.com.

Sept. 12 — Howl at the full moon on a Monday night.

Sept. 14-18 — Northern California Fall Power & Sailboat Expo at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 14-18 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 15, 1859 — The 168-ft clipper ship *Mastiff* caught fire and sank five days into a voyage from the Bay to the Sandwich Islands (Hawaii). Everyone aboard was saved, including Richard Henry Dana, who later wrote about the event.

Sept. 15 — How to Win the Women Skippers Regatta, part of Sausalito YC's Third Thursday Seminar Series, 6:30-

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Catalina 42 MkII, 2005	199,900
Catalina 42, 1992	119,900
Catalina 400 MkII, 2001	169,000
Catalina 380, 2002	139,900
Catalina 36 MkII, 2003	118,500
Catalina 36 MkII, 2001	109,000
Catalina 350, 2005	2 from 120,000

Catalina 35, 2003	133,500
Catalina 34, 2007	129,900
Catalina 34, 2005	92,000
Catalina 34, 1989	54,400
Catalina 30, 1984	26,000
Preowned Sailing Yachts at Our Docks	
Beneteau 473 DS	\$318,500
Hans Christian 43, 1989	145,000
Moody 42, 2001	265,000
Hunter 41 DS, 2005	199,900
C&C 41, 1984	56,900
Beneteau Oceanis 373, 2005	137,000
C&C 38, 1979	49,250
Hunter 34, 1984	LET'S MAKE A DEAL! 34,000

C&C 32, 1980	32,000
Hunter 310, 2007	79,900
Nonsuch 30, 1981	40,000
Corsair 24-750, 2006	39,950

New Ranger Tugs in Stock (base price)

Ranger 29 Tug, 2011	DISCOUNTS! \$229,937
Ranger 27 Tug, 2011	DISCOUNTS! 159,937
Ranger 21-EC Tug, 2011	49,937

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CALENDAR

7:30 p.m. Free and open to the public. Info, www.sausalito-yachtclub.org/calendar/whats-happening.

Sept. 17 — Delta Blues Festival at Antioch Marina, 12-7:30 p.m. Free. Great boat-in venue! www.deltabluesfestival.net.

Sept. 17 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastalcleanup.org.

Sept. 18 — Loch Lomond YC Flea Market in the parking lot of Andy's Market, 8 a.m. Info, sarahgg5@comcast.net.

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

Sept. 20-Nov. 20 — Weekend Navigation course by USCGA Flotilla 14 at Loch Lomond YC, Tuesdays, 7:30-9:30 p.m. \$85. Info, (415) 519-3933.

Sept. 22 — The North Sails/Easom Rigging Lecture Series kicks off with 'Bay Tides & Tactics' by Scott Easom at South Beach YC, 7-8:30 p.m. Free. Info, www.southbeachyc.org or bill@3dl.northsails.com.

Sept. 23 — What better way to usher in the autumnal equinox than by going sailing?

Sept. 24 — Tradewinds Sailing School & Club Open House, 11 a.m.-3 p.m. Free sailing! Info, (510) 232-7999.

Sept. 24 — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or slips@martinez-marina.com.

Sept. 24 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: The Cutters. \$14 each (\$12 for members). Info, (415) 561-6662, ext. 33.

Sept. 24 — 15th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 25 — Modern Sailing School & Club Open House in Sausalito, 10:30 a.m.-5 p.m. Free sailboat rides and snacks. Info, www.modernsailing.com.

Sept. 30-Oct. 2 — Westsail Owners Rendezvous at San Leandro YC. Guest speakers: Dave King of *Saraband* and Westsail guru Bud Taplin. Would-be owners welcome! Info, www.westsail.org.

Oct. 1 — Aeolian YC Swap Meet, 8 a.m.-2:30 p.m. Info, (510) 523-2586.

Oct. 1 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, www.RWCPortFest.com or (650) 306-4150.

Oct. 1 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 1-2 — 19th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

Oct. 2 — 2nd Annual Seven Seas Cruising Assn SoCal Gam in Chula Vista. \$20 advance (\$10 for members). SSCA seminars and more. Info, www.scca.org.

Oct. 6-10 — Hey sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.

Oct. 8 — Pacific Cup Race Offshore Academy #2, the second in a series of seminars leading up to next summer's race, at Berkeley YC, 12-5 p.m. Learn about sails, electrical, medical and communications. Open to all. \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Oct. 15 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 23-Nov. 5 — Baja Ha-Ha XVIII Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

Sept. 2 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.windjammersrace.org.

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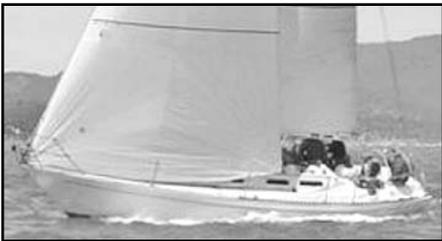
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52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' Santa Cruz, '98, <i>Hula</i>	Pending	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$59,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *..	\$499,000	36' Islander 36, '72, <i>Absolute</i>	Reduced \$40,000	30' Olson 30, '79.....	New Listing \$12,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	35' J/105, '01, Hull #400, <i>Lulu</i>	New Listing \$105,000	30' Peterson Half Ton*.....	\$27,500
48' J/145, Hull #9, '03*.....	\$675,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	28' Alerion Express, '06*.....	\$99,000
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '02*.....	\$72,500
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Islander, '79*.....	\$16,900
44' J/44, '93, <i>Halcyon Days</i> *.....	SOLD	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	26' J/80, '01, <i>Whiplash</i>	New Listing \$32,000
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$74,900	26' J/80, '01*.....	\$32,900
43' J/130, '96*.....	\$184,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
43' Custom C&C, '73.....	New Listing \$325,000	35' J/35, '84, <i>The Boss</i> *.....	SOLD	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' Summit, '08, <i>Soozal</i>	\$579,000	35' J/35C, '93*.....	\$89,000	20' Melges, '09*.....	\$45,000
40' Avance, '85, <i>Caribou</i> *.....	SOLD	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		
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CALENDAR

- Sept. 3** — 23rd Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.
- Sept. 3-4** — BAYS #5 at TYC. Info, www.bayarea-youthsailing.com.
- Sept. 4** — 20th Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.org.
- Sept. 7-10** — Melges Race Week. Tahoe YC, www.tahoeyc.com.
- Sept. 8-11** — 47th Rolex Big Boat Series, a highlight of the local racing season. StFYC, www.stfyc.com.
- Sept. 10** — Fall #1. SSC, www.stocktonsc.org.
- Sept. 10** — North Bay Challenge #6. VYC, www.vyc.org.
- Sept. 10** — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, www.elkhornyc.com.
- Sept. 10** — Laser Champs. TahoeYC, www.tahoeyc.com.
- Sept. 10-11** — Opti PCCs. SFYC, www.sfyc.org.
- Sept. 11** — Fall Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- Sept. 16-18** — Express 27 Nat'l's. SFYC, www.sfyc.org.
- Sept. 16-18** — Wylie Wabbit Inter-Galactics (Nat'l's) at Inverness YC. Info, www.wyliewabbit.org.
- Sept. 17** — YRA Summer #3. SYC, www.yra.org.
- Sept. 17** — SSS Richmond/South Beach Race for single- and doublehanders. SSS, www.sfbaysss.org.
- Sept. 17** — Fall One Design #2. SCYC, www.scyc.org.
- Sept. 17** — Fall Series #1. FLYC, www.flyc.org.
- Sept. 17** — Tuleberg Regatta. SSC, www.stocktonsc.org.
- Sept. 17-18** — Totally Dinghy. RYC, www.richmondyc.org or (510) 237-2821.
- Sept. 17-18** — Tornberg Regatta. TYC, www.tyc.org.
- Sept. 18** — YRA-OYRA Southern Cross. SRYC, www.yra.org.
- Sept. 18** — Baxter Judson #6. PresYC, www.presidioyachtclub.org.
- Sept. 18** — Jack & Jill Doublehanded Regatta. SCYC, www.scyc.org.
- Sept. 19-24** — Folkboat Nationals. CYC, www.cyc.org.
- Sept. 23-25** — Catalina 34 SF Cup hosted by GGYC. Info, www.c34.org/fleet1/index.htm.
- Sept. 24** — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.
- Sept. 24-25** — YRA Season Closer #1 & 2. CYC, www.yra.org.
- Sept. 24-25** — West Coast Shootout for TP52s and invited 40-footers. StFYC, www.stfyc.com.
- Sept. 24-25** — Vice Commodore's Cup. HMBYC, www.hmbyc.org.
- Sept. 25** — Fall SCORE #2. SCYC, www.scyc.org.
- Sept. 25** — Fall Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- September, 1981** — It Was Thirty Years Ago from a *Latitude 38 Interview* with Linda Rettie (Newland):
 Singlehanded TransPac veteran Linda Rettie left San Francisco June 7, one of 11 entries in the singlehanded race to Kobe, Japan, sponsored by the Nippon Ocean Racing Club, the Slocum Sailing Society, and the San Francisco YC. Linda, sailing her Yamaha 33 *Spirit of Suntory*, was the only American entry and the only woman entry.
 She arrived back in the States on August 15 after 54 days of racing and 14 days of promotional work on behalf of her sponsor. Out of the 11 starters, Linda was sixth, nine days behind the winner Fukunari Imada.
 Choosing to sail the more southerly route, Linda passed just north of Hawaii. Her 5,500-mile journey featured good sailing mixed with extremely hot, muggy weather, a linger-

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CALENDAR

ing fever, severe lightning storms, part of a typhoon, and a neck-and-neck battle during the last 50 miles with Masato Hatanaka, during which he passed her a cup of coffee.

Crossing the finish line was the end of one adventure and the beginning of another. From the moment she stepped ashore at Portopia, the huge World Fair-type exposition, she was swept up in a flood of interviews, press conferences, guest appearances, and special events. Her sponsor, Suntory Distillery, gave her the movie star treatment, with full accommodations at the best hotels, meals, transportation — the works. Unable to afford it on her own, Linda was grateful to the sponsor, but after two weeks of "being on-call 24 hours a day," she'd had her fill of adulation.

The always-jovial Linda stopped by our offices recently to give us her story in detail. We turned on the recorder as she began to recount the highlights of her intriguing journey.

38: Well, was it worth it?

Linda: Yeah, it was worth it, but I don't think I want to do it again. Fifty-four days is a long time to be cut off . . . in a lot of ways! Ha ho ho ha.

38: Does it rate with the three or four high points of your life?

Linda: At least with the first time I got married — ha ha!

38: Did you have any close calls?

Linda: I almost hit a freighter one night — either I almost hit it or it almost hit me. That really panicked me. I also had a run-in with a lightning storm that really freaked me out, but the freighter thing was really bad.

It was in the middle of the night and I just happened to come up on deck — I guess I was about 200 or 300 miles off the coast of Japan. I saw a light just coming over the horizon. I watched it and checked the bearing, but the bearing didn't change. So I went down below and started calling on the VHF but these suckers don't answer out there — nobody answers. So I just kept watching and watching, and finally realized it was going to be really close because he was moving at such an angle that I couldn't tell which direction he was going.

At night, I ran a double headsail with double poles and the main cinched over the rail with the vang. When I realized it was going to be close, I let my pole forward and dropped the sail, then pulled the main in and started reaching up. By then I was beam-to this thing and really close! It was a real black night and all I could see was this black hull with the lights, but the lights blinded me so I couldn't see where his stern was. I could just see the white light which formed a nice circle on the water, illuminating my flogging sails. Ha ha ha ha. I don't know how fast I was going, but I must have looked like an apparition. Then the guy cut his engines. I don't think he even saw me until then, and I had my strobe on, my spreader lights on — every light in the boat!

Anyway, he cut his engines right in front of me and then I realized I was going to have to reach up around him. I reached up as far as I could — of course my other jib was poled out so my main was the only thing that was pulling. I grabbed the VHF and just started yelling at him, "Get moving! Get moving! I'm just trying to get around you!" I don't know what language he spoke, but I guess he got the message because he started his engines about the time I cleared him.

It was too close, about 20 yards or less. Too close! From then on, I hardly slept at all because I was petrified of these freighters. And of course the traffic really picked up once I got near the inland channels and waterways.

But the whole trip was really the experience of a lifetime. The trip, and then getting the star treatment, that was something I wasn't expecting. I've thought about taking up flying

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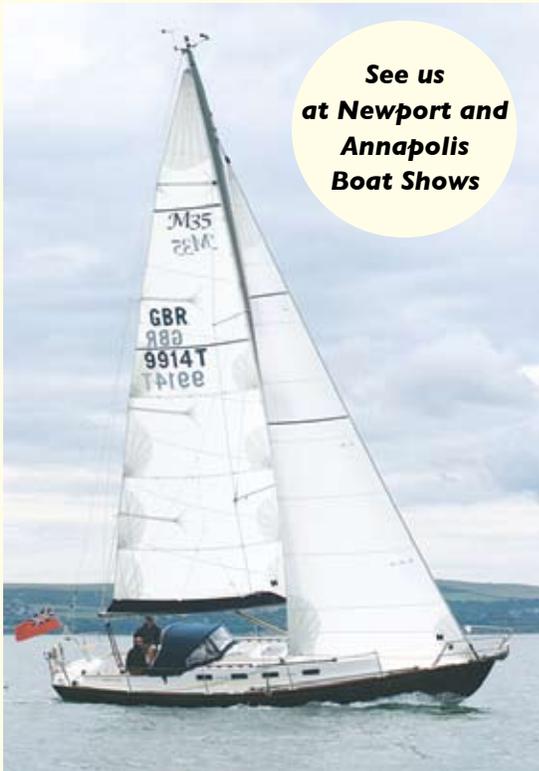
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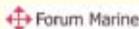


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CALENDAR

when I get bored with sailing, but I don't think I'll get bored with it for awhile. I'd like to do the next doublehanded Around-the-World Race. I want some company next time!

Oct. 1 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

Oct. 1 — 31st Annual Women Skippers Regatta to benefit youth sailing. SYC, www.sausalitoyachtclub.org or (415) 381-5475.

Oct. 1 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/11race.html.

Oct. 1 — Jack & Jill Regatta. CPYC, www.cpyc.com.

Oct. 1 — Small Boat Summer. EYC, www.encinal.org.

Oct. 1 — Doublehanded Race. TYC, www.tyc.org.

Oct. 1 — Around the Brothers Race. RYC, www.ryc.org.

Oct. 1 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 1 — Fall #2. SSC, www.stocktonsc.org.

Oct. 1-2 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker venture capitalist John Doerr. Info, www.leukemicup.org/SF.

Oct. 2 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 2 — Singlehanded Race. TYC, www.tyc.org.

Oct. 2 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 2 — Fall Series #2. FLYC, www.flyc.org.

Oct. 8 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.

Oct. 8-9 — Belvedere Cup. SFYC, www.sfyj.org.

Oct. 9 — Chowder Series #2. BYC, www.berkeleyyc.org.

Oct. 15-16 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbaysss.org.

Oct. 15-16 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyj.com.

Oct. 21-23 — IOD Team Regatta. SFYC, www.sfyj.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Griller: 9/9. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness: 9/5, 9/19, 9/26 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 9/29. Info, www.beniciayachtclub.com.

BERKELEY YC — Friday nights through 9/23. Paul Kamen, (510) 540-7968 or pk@uwell.com.

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

CORINTHIAN YC — Friday nights through 9/2. Info, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Wednesday nights through 10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Twilight Series: 9/9, 9/23. Chris Hanson, (510) 301-2081 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Wednesday nights: 9/7, 9/21. Info, www.flyc.org.

ISLAND YC — Friday Night Twilight: 9/16. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights through 10/12. Steve Katzman, (530) 577-7715.

MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through September. Ray Ward, (831) 659-2401 or www.mpyc.org.

RICHMOND YC — Wednesday nights: 9/7, 9/21, 9/28. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Thursday Night Kiting Series: 9/1,



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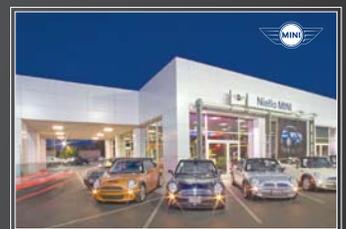
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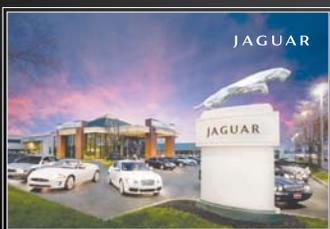
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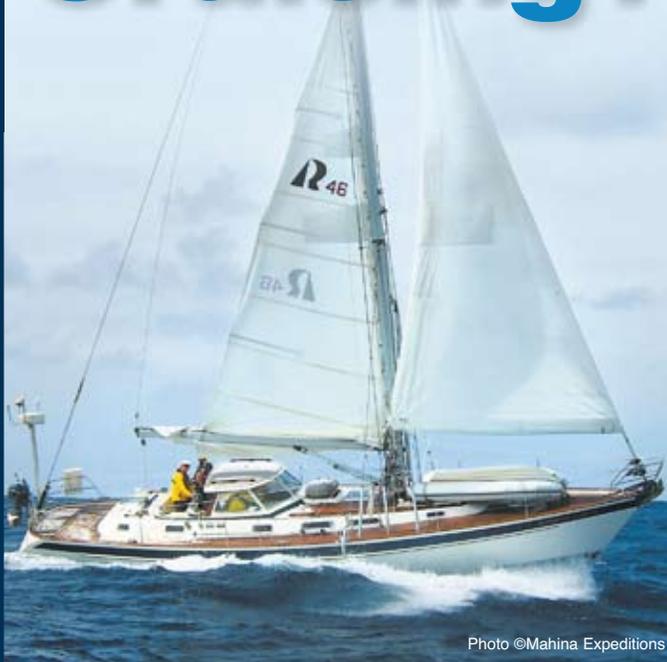


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CALENDAR

9/15. Friday Night Windsurfing Series: 9/2, 9/16, 9/30. Info, racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 11/2. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Summer Sunset Series: 9/6, 9/20. Dave Borton, (415) 302-7084 or race@sausalito-yachtclub.org.

SEQUOIA YC — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Capri 14.2 racing every Thursday night during Daylight Saving Time. Info, (650) 965-7474. Laser racing (BYOB) every Wednesday night, May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

TAHOE WINDJAMMERS YC — Wednesday nights through 9/21. Jerry, (530) 318-5210 or jerry.starkey@att.net.

TIBURON YC — Friday nights through 9/9. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Wednesday nights through 9/28. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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.

September Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
9/03Sat	0450/4.5	0943/2.3	1617/6.3	2308/0.2
9/04Sun	0617/4.3	1052/2.8	1718/6.2	
	LOW	HIGH	LOW	HIGH
9/05Mon	0023/0.2	0744/4.4	1213/3.0	1826/6.0
9/10Sat	0450/0.3	1140/5.4	1704/1.7	2315/5.8
9/11Sun	0523/0.5	1208/5.4	1742/1.5	2357/5.6
	HIGH	LOW	HIGH	LOW
9/17Sat	0340/4.2	0832/2.7	1453/5.5	2135/0.9
9/18Sun	0445/4.0	0915/3.0	1536/5.4	2232/0.9
	LOW	HIGH	LOW	HIGH
9/24Sat	0322/0.2	1019/5.2	1540/1.8	2150/5.9
9/25Sun	0404/0.2	1051/5.6	1626/1.1	2246/5.9

September Weekend Currents

date/day	slack	max	slack	max
9/03Sat	0015	0310/3.4F	0634	0850/2.5E
	1202	1502/2.7F	1757	2115/4.5E
9/04Sun	0123	0421/3.1F	0746	0951/1.9E
	1307	1603/2.3F	1858	2217/4.2E
9/05Mon	0235	0543/2.9F	0859	1102/1.5E
	1425	1716/2.0F	2007	2327/3.9E
9/10Sat	0016	0331/4.0E	0711	1017/3.6F
	1311	1603/3.0E	1920	2217/3.1F
9/11Sun	0104	0407/3.9E	0749	1049/3.5F
	1344	1630/3.3E	2000	2255/3.2F
9/17Sat		0206/2.7F	0529	0751/2.2E
	1052	1358/2.1F	1644	2009/3.7E
9/18Sun	0002	0256/2.4F	0624	0838/1.8E
	1129	1443/1.8F	1725	2059/3.5E
9/24Sat		0151/4.1E	0544	0844/3.4F
	1155	1427/3.1E	1757	2048/3.1F
	2345			
9/25Sun		0244/4.3E	0628	0925/3.7F
	1233	1514/3.8E	1845	2139/3.6F



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LETTERS

↑↓ REASONABLE SAFETY FACTOR

Following the loss of two lives on the flipped Kiwi 35 *WingNuts* in the Chicago-Mac Race, and the capsizing of the 100-ft Juan K-designed *Rambler* in the Fastnet Race, I believe a community-wide discussion of the seaworthiness of such boats is overdue.

Some will say — and with merit — that life on the edge is inherently dangerous, and that danger is the price one pays for living fully. I suggest that at least some of the danger that has crept into the sport could be avoided without appreciable

loss of excitement, enjoyment or satisfaction.

No matter what the sport, at the grand prix-level risk is part of the game. But in many sports — NASCAR, for example — much has been done to minimize injury and death.



CHICAGO YC

Was the 'WingNuts' accident an example of being reckless rather than just exciting?

And yet, despite roll cages, Nomex suits, and helmets, the sport remains challenging and thrilling. Have we sailors given the same level of attention to our sport?

I'm not suggesting that we try to create a risk- (and excitement-) free activity. Simply that we should expect our boats to be engineered to a reasonable safety factor.

Will the sensations of speed, intensity and excitement be lost by the addition of a few additional pounds of steel or carbon? For some, perhaps. Danger can be thrilling. But it's one thing to enjoy the excitement of living on the edge at the grand prix-level and quite another thing when that technology and those engineering standards trickle down to the club racer-level — such as where *WingNuts* was. This puts unsuspecting crew in unnecessarily dangerous situations, ones they may not have knowingly signed up for.

Putting the world of elite sailing aside for a moment, I think the rest of us can have both: the thrill and challenge of intense high-speed action, and the assurance that the wheels of our ride won't fall off as we navigate a hairpin turn.

There is a fine line between courage and recklessness. I think people generally honor courage and disrespect recklessness.

I would like to see sailing continue to be honored as an exciting, challenging and responsibly pursued endeavor.

Will Hays
Mentor, Ohio



CARLO BORLENGHI / ROLEX

With the keel bulb on 'Rambler', as well as on other boats, having broken off, how would you feel about racing offshore on such cutting edge designs?

Will — We're not sure how your suggestion could be implemented and managed, but philosophically we couldn't agree with you more.

There is plenty of danger at the cutting edge of sailboat racing as it is, and we'd hate to see any elite sailors badly injured or losing their lives because a margin of error was shaved a little too thin in the pursuit of an additional 1/100th of a knot of boat speed. By the way, it's noteworthy that as a result of having previously broken three daggerboards, *Rambler's* new



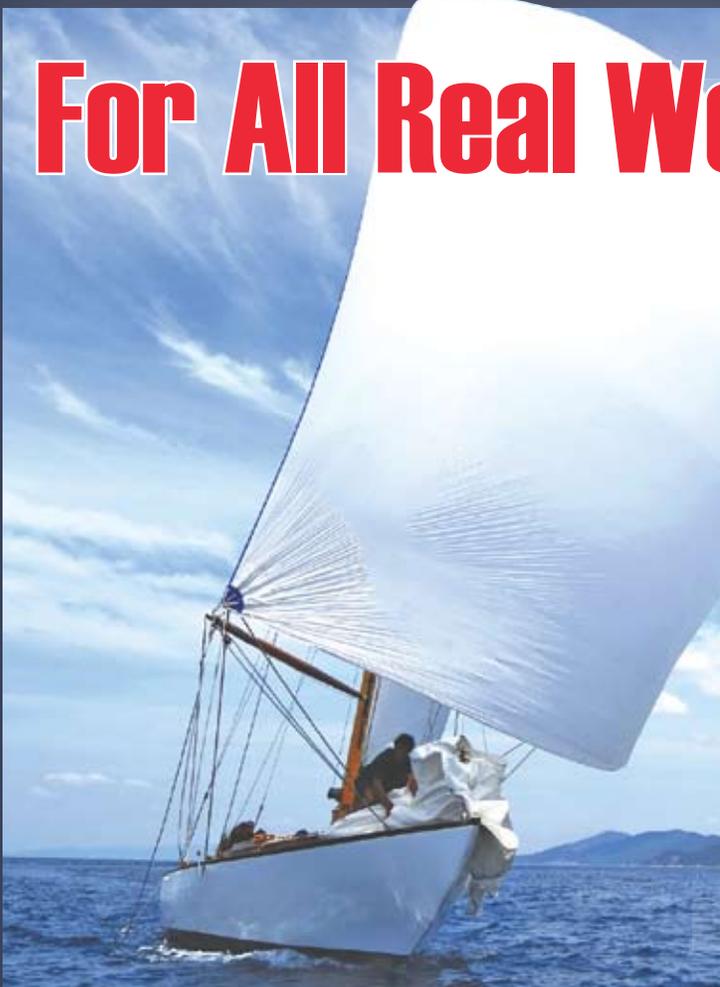
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LETTERS

ones were built three times as strong.

The Paul Cayards, John Kosteckis, Stan Honeys and others at the top levels of the racing world are at least somewhat familiar with the kinds of risks they run when racing extreme boats. After all, they've not only 'been around the block' on them, they've literally been around the world on them at record speeds. The same can't be said for club racers who step aboard the likes of smaller cutting edge boats such as the Kiwi 35. We believe more novice sailors deserve to have some idea of what they are getting themselves into when they step onto edgy boats. But again, who is going to set and enforce such standards, and could they do it without insisting that everyone race Westsail 32s?

↑↓ ON REQUIRING AUTO-INFLATE PFDs

I was saddened to hear about the loss of life in the Chicago-to-Mackinac Race after the 35-ft ultralight *WingNuts* flipped and two of her crew were trapped. I think it's time for the sailing community in the United States to require that sailors wear PFDs.

My brother, who lives on the East Coast, finds the idea of PFDs to be bizarre. But with the advent of inflatable PFDs, there is no reason that they shouldn't be required in all races. These devices are not uncomfortable to wear, and they provide the most basic protection needed by a sailor.

Paul McCarthy
Lucky Duck, Wylie 34
Redwood City

Paul — Based on all the reports we've read, the crew of *WingNuts* took safety very seriously. Rather than simply carrying one GPIRB aboard, each crewmember was wearing his or her own personal beacon.



PFDs usually save lives but, in certain situations, they can kill, too.

Moreover, each crewmember was wearing a PFD, and they were all tethered to the yacht as per sailing's universally accepted best practices.

The incident seems to suggest that in cases where there might be downdrafts of 90 to 100 knots for an estimated seven minutes, even a PFD will not save you. We know it's heresy, but there is a good possibility that wearing PFDs may have contributed to the two deaths. Think about it: if you're trapped beneath an overturned

boat, an automatically inflated PFD may be the biggest obstacle to escaping.

Indeed, a few years back in a Santa Barbara to Redondo Beach Race, we rescued the three crew of a flipped trimaran. One of the three crew was badly shaken — the tri had flipped on top of him — and he said he nearly lost a life-and-death battle to overcome the buoyancy of his inflated vest in order to swim out from beneath the boat. Peter Isler, navigator on *Rambler*, reported the same difficulty when having to swim out from beneath that monstrously large overturned yacht.

↑↓ "NOT SO FAST!"

I say 'Not so fast!' to those who are happy to roll out the red carpet for the 370-ft Chilean tall ship *Esmeralda*, which sailed into the Bay on July 21. During Pinochet's reign, *Esmeralda* was used as an interrogation and prison ship. Many of those

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LETTERS

arrested were tortured to death on her.

I have vivid memories of an incident in the '70s when some Berkeley friends and I were hanging out at The Loft on College Ave. *Esmeralda* had come to visit the Bay with her complement of cadets and diplomats, and there had been protests. Someone ran into the bar and yelled, "Hey, the *Esmeralda* crew is having dinner down the street!"

A whole gang of us went to the upscale restaurant — now long gone — where the crew was eating. There must have been at least a dozen of these young officer cadets in lovely dress whites, ribbons and braid, and the girls sitting with them were in prom attire, every one of them



LATITUDE / ANDY

Now an ambassador, the 'Esmeralda' was once the site of gruesome torture.

a knockout. We presented quite a contrast, as if somebody had emptied a holding tank into the room.

I was pretty drunk, and for some reason did most of the talking. I made a short speech about the horrid use to which their ship had been put, and that their visit, in our eyes, symbolized inhumanity and oppression. What I do vividly remember was that when I said the word "torture," the girls looked shocked, as if somebody had slapped them. Perhaps some of the young men, too.

I don't remember many details, but there was no fight, the management was conflicted and, it being Berkeley, they never tried to kick us out. Eventually one of the cadets kind of put his arm over my shoulder and said, "Let's talk about this," and moved closer to the door. I thought he wanted to debate it on the sidewalk, but once I was out the door, he immediately retreated back into the restaurant. Some friends wanted to pound on them, but it being the non-violence phase of the '70s, I talked them out of it.

I got the distinct impression that those cadets and their dates lived a pretty good life and never heard of political prisoners or torture anywhere in Chile, let alone on their own ship. They seemed more shocked at our bad manners and discussing unpleasantness in front of their ladies than over any stench of human rights violations in their backyard.

The *Esmeralda*, even today, is not welcome in some ports. With a little head start, we could probably have kept her away from San Francisco.

Charles Lane
 Shamwari, Tayana 37
 Castro Valley

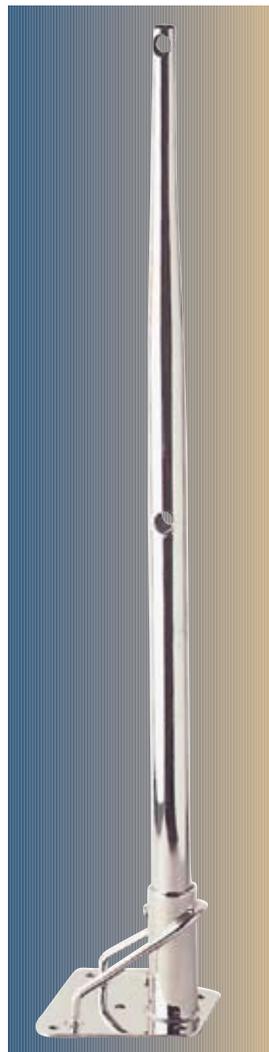
Charles — In '00, Chileans freely elected Ricardo Lagos, heir to the Allende's socialist views, as their president. In '06, Chileans elected Michelle Bachelet, another socialist, to be their first female president. It seems to us that if either of these heirs to the Chilean Socialist movement agreed with you that the *Esmeralda* continues to "symbolize inhumanity and oppression" for the admittedly terrible things that happened aboard her 30 years ago, they would have had the ship scrapped. Since she's a Chilean ship, it seems to us that the Chileans — and particularly the Chilean Socialist leaders — ought to be the ones to decide if *Esmeralda* is a proper ambassador for their country.



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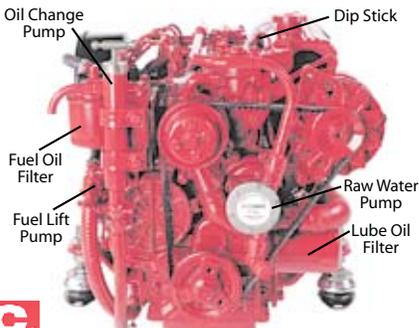
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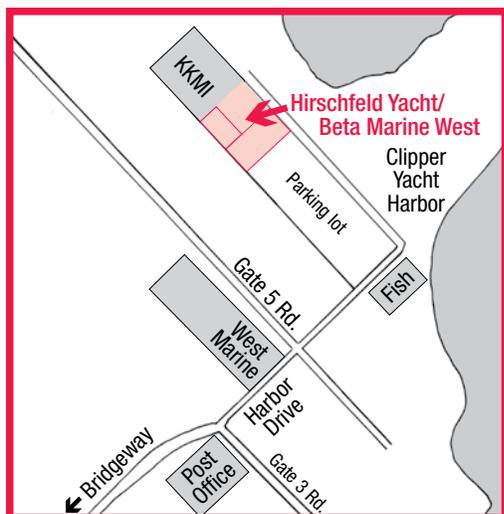
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LETTERS

↑↓ SCORE ONE FOR THE GOOD GUYS

After running the July 11 *Electronic Latitude* story about the attack against Allen and Kate Barry aboard their DownEast 38 *Mendocino Queen* in the Tobago Cays, it would be nice if you could post a follow-up. Based on a blurb in *Noonsite.com*, the bad guys might have been caught. The Mayreau Harbor Patrol reported the following to them:

"RE: Burglary Tobago Cays, 2 July 2011. Please be informed that those guys were caught about a week ago by a joint effort between Canouan and Union Island Police. They were since charged for several offences and are presently in prison awaiting trial."

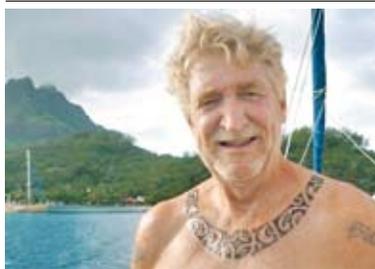
David Kory
Barking Spider, MacGregor 65
Richmond

David — The biggest surprise to us is not that the alleged thieves have been caught, but how long it took for them to be caught. After all, there are no secrets in Third World islands and villages. Everybody knows who is doing what, including who is committing what crimes. It all comes down to power politics of who gets arrested, convicted, and stays in prison. Come to think of it, in that sense it's a lot like the United States.

We think the more important thing is how, or if, the assault has affected the Barrys. Immediately after the incident, they said it wasn't bothering them, and based on the following email we received from them several weeks later, we don't think there have been any lasting effects: "We think that you [the *Wanderer*] should work less and sail more. I, Allen, turn 65 this year, and one of the best ways to stay healthy and fit is to live actively — as in cruising. We are currently hauled out at the Tyrrell Boat Yard in Carriacou for a bottom job and should launch in a couple of days. We hope to see you in the Caribbean soon."

↑↓ GYBE NOW OR WE'RE GOING TO HIT THE BUS!

Sisiutl's autopilot went out the first time we did the Puddle Jump, which was unfortunate because it happened before we



LATITUDE ARCHIVES

Fortunately for everyone, Bob didn't hit a bus with his boat.

added a windvane. The loss of the autopilot required us to steer 24/7.

Several days later, in the middle of the night, I had to swerve in order to avoid a Puerto Vallarta bus that appeared directly in front of my boat's bow. The bus was so clear and vivid that I could see not only the writing on its side but also the alarmed faces of passengers that thought we were going to run into them. In reality, I guess it was just my mind telling me that I needed to get some rest, so I rapped on the bulkhead and woke up my partner for her shift at the wheel.

During ocean passages I often hear outboard motors so clearly that I must get up and look around for them — even though we're 1,000 miles from anywhere.

I am still in Danga Bay, which is in Malaysia across the waterway from Singapore. We seem to have stalled here to the point that I bought an air conditioner because of the heat. We'll leave next season for an as-yet-undetermined destination.

Bob Bechler & Alexandria Bauista
Sisiutl, Gulfstar 44
Johor Bahru, Malaysia / Seattle

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LETTERS

Bob — Seeing the frightened faces of the passengers on the bus you were going to 'hit' in the middle of the ocean — that's classic.

↑↓ SEEING DOUBLE WHILE SAILING SOLO

The Wanderer asked about sailors hearing voices of people who weren't actually aboard their boats with them. It happened to me during the breezy finish of the '82 Singlehanded TransPac. I'd launched my Wylie 34 *Pegasus* just a couple of weeks before the start, and the first few days of the race had been miserably slow. But with the wind up during the last several hundred miles, my autopilot couldn't handle the boat with the chute up. I had to drop the spinnaker every night, which was, as you can imagine, frustrating.

So at dawn on July 4, I took a sun, planet and star sight — electronic navigation wasn't allowed back then! — so I knew precisely where I was. I plotted our position — my having built her, the boat and I will always be "us" — walked off the miles, and figured that I would finish in the evening on July 5, about 36 hours later. Being young, I figured I could stay awake and drive that long, thus enabling us to keep the spinnaker up and sail a lot faster. So I fixed a great breakfast, set the spinnaker, and headed for the horizon.

About 22 hours later I was really sleepy, but I figured I'd better get out the RDF — the only electronic navigation allowed back then — and get a LOP to Kauai. This would allow me to home in on the island, meaning I wouldn't have to drop the kite to take and reduce a sight. I dialed up a Kauai station, but to my dismay I had drifted to the south in a surprisingly strong current. So instead of bringing the pole aft, I had to reach hard with the pole just off the headstay — a more challenging point of sail.

Not only was I bummed, but it was hard reaching, so we flamed out every now and then. I was seriously groggy by mid-morning, by which time I was steering in human autopilot mode. In other words, my eyes were open and I was steering to the luff of the sail, which requires precision, yet I was asleep, just like soldiers who fall asleep while marching. Unaware of my surroundings, I nonetheless wasn't rounding up much at all. When I did round up, I would become aware for a bit, then drift off into la-la land again.

During the first five days of the race, which had had very light air, I'd read *Shogun*. So as I was driving on the tight reach toward the finish, Anjin-san, the 'honorable pilot' character in the book, came to me. What's more, he started giving me grief: "If you lose this race by two or three hours," he scolded me, "it will be because you let your boat drift south! Now you're hard reaching and going slow!"

The fact that Anjin-san was standing over the water at the time didn't seem to bother me. And to this day I'm not sure if I actually talked back to him or just imagined that I did. But I replied, "It's not my fault, I couldn't get fixes at night, and I was too far away to get the radio station!"

He would have none of it. "It's your fault," he repeated. "You should have been paying attention!"

I was about to reply, but then reality hit me. 'Wait a minute,' I thought to myself, 'I'm in the Singlehanded TransPac, what's this guy doing here?!' The realization hit me so hard that I was shocked awake — as which point Anjin-san disappeared. It was weird! But it was also so real!

The shock made me think, "You know, I ought to be able to see the island now." I stared ahead, and sure enough, the cloud ahead of me looked different . . . and there the island was beneath it! It was off in the distance and hours away, but there was dirt beneath that cloud. From then on, I was



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LETTERS

so wired that I had no chance to be tired.

I finished just before sunset, and had won a bet, so I kept getting free drinks all night. But I still never got tired. I went to sleep around 1 a.m. to the sound of the frogs in the gentle rain, then woke up before dawn — completely refreshed.

For many years after, I had this feeling that I hadn't been alone out there, and that Anjin-san had really been there. I know he wasn't, but the feeling of certainly was so incredibly strong! Nor could I ascertain if it was a hallucination or just a dream.

Four years later, I again drove for the same final 38 hours of the '86 Singlehanded TransPac aboard my Olson 30 *Francis Who?*, but wasn't as tired and didn't have any hallucinations whatsoever. I didn't have the same conditions for the '92 Singlehanded TransPac, so I didn't have to drive my Newland 368 *Pegasus XIV* as much in the end. Besides, by then I was an old guy at age 36.

I've never had any other hallucinations or dreams like that since.

Dan Newland
Pegasus - Pegasus XIV
Port Townsend, WA

Readers — For the record, Dan, with or without the assistance of Anjin-san, was the overall winner of all three of the Singlehanded TransPacs in which he raced.

↑↓ZEN SAILING IN THE DELTA

I enjoyed reading Greg Carter's August issue letter about watching the Wanderer Zen sail the Olson 30 *La Gamelle* on the Oakland Estuary. I have owned my Pearson 26 *Midnattsolen* since she was brand new — in fact, still on her cradle — back in '76. She is now still pretty much as she was back then, as I have not added a self-tending or roller furling jib. Nonetheless, she is a pleasure to sail. The extra work involved because I don't have a self-tending or roller furling jib is no work at all, but rather adds to my enjoyment of sailing her. After all, how many thousands of years had man been sailing the 'old-fashioned' way before self-tending jibs, roller furling, engines and the like?

We sailed *Midnattsolen* on the Bay for many years but are currently based out of the Delta. In fact, I work at a marina that is almost exclusively populated by large powerboats and wakeboard boats. The channel from the marina to 'fast

COURTESY MIDNATTSOLEN



In addition to being a Zen sailor, William is also a member of the Over 30 Club.

water' is just under one mile in length. My dog CC and I tack out the channel, waving at all the boats driving by us. CC is always decked out in her PFD, sitting in the cockpit, watching the boats going by and the dog walkers on the levee, and listening to the classical music wafting up from the cabin. Life is good. Whether we sail for an hour or three, it is time well-spent that no motorized boat driver could ever appreciate.

The satisfaction one gets from executing a perfect — well, almost — tack and then setting up for the next one is worth the little extra 'work' involved. The more tacks you make, the easier they become, and the more fun you have. This also builds confidence in your sailing ability.

Sailors should never forget that they are on what is, first

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LETTERS

and foremost, a sailboat. As such, they should be able to do everything under sail. Motors are great when they work, but that's something they don't always do. In fact, they tend to



William, this Zen shirt is for you.

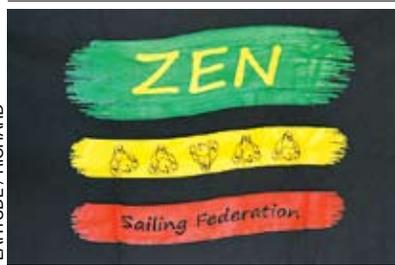
stop working at the most inopportune times. If you have practiced your sailing, you will be able to calmly handle the non-motor situation with ease. The more you practice sailing, the more fun you will have sailing, and the more sailing you will do.

By the way, the Delta is a great place to hone all sorts of sailing skills. It is for the most part a very forgiving place to sail, and as an added bonus, the water is warm in the summer. It's a great place to try anchoring under sail, and/or picking up and leaving a mooring under sail. And given the Delta's warm water, it's a great place to practice man overboard drills under sail. Thanks to the narrow sloughs and rivers, you get plenty of practice short-tacking, too.

But no matter where you keep your boat, the main thing is to just get out and sail. As my sainted mother always said, "Sailing is like voting: if you don't do it you, can't bitch when the motor or elected officials fail."

William Grummel
Midnattsolen, Pearson 26
Discovery Bay

William — We know, as you do, that Zen is the opposite of instant gratification, which is nothing but the sugar high of life. In fact, if we had to do it again, we wouldn't have even put a roller furling headsail on La Gamelle. We say that based on the fact that little issues have kept us from using it, during which time



Even the back is Zen.

we discovered that we don't need it. If there's too much wind for the #4, we just drop the sail entirely. The other good news is that while Zen sailing in the Richmond Riviera, we discovered three more lines on deck — and associated gear — that we don't need for Zen sailing.

Since you're located up in the Delta and can't conveniently do the Wanderer's four-part Zen Circuit on San Francisco Bay, we'd nonetheless be honored for you to accept a Zen Sailing Federation T-shirt for your Zen-like approach to sailing.

↑↓ REACHING TOWARD ENLIGHTENMENT

I don't know if we qualify as Zen sailors but we dig where the Wanderer is coming from with the Olson 30 *La Gamelle*. It was in '03 that Terry Shrode and I returned from a circumnavigation aboard my Ericson 39 *Maverick*. We were sailing her on the Bay one day with some guests when Terry and I looked at each other and one of us said, "What's the fun in this? You can't die or anything." It was then I decided it was time to part with my beloved sloop.

We had no plans to do any more ocean voyaging, *Maverick* had a ton of gear, and was simply an overkill for daysailing and overnighting. I remembered that before our circumnavigation,

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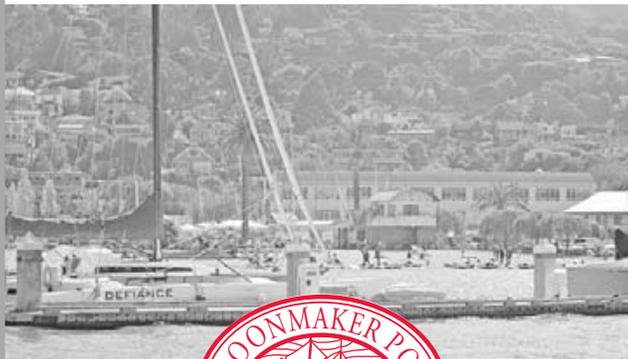
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LETTERS

I loved taking my dinghy on little mini-passages instead of limiting myself to racing. So trading down suddenly seemed alluring.

The concept Terry and I followed next was to get a well-used Catalina 22. The cost of the boat, along with things like sails, rigging, and parts, was laughable compared to that of the big boat. We knew we could put her on the trailer and get places we had never been, and also to places we're very fond of but are a bit of work to get to by sea — such as Tomales Bay. We knew nothing about the Catalina 22 design, but as 15,000 of them had been sold, we figured it must have something going for it.

There has been a downside in trading down: our Catalina 22 is appallingly — or perhaps appealingly — unmotivated to go fast. However, the only time I notice this is at the Richmond YC beer can races. We're still learning and tweaking the boat,



TONY JOHNSON

Tony and Terry (above) went from an Ericson 39 to a Catalina 22 after their circumnavigation, and haven't looked back.

however, and last week finished in the middle of the pack. We counted that a resounding success — even if it's a notch or two down from how we used to do.

But when I'm on my own on the boat on the Bay, I couldn't care less about her speed. It's weird, but we seem to get as much pleasure sailing her and working on her as we did with

the big boat. Of course, you can't rule out the possibility that we're idiots.

We've still got an outboard and carry a radio and depthsounder, so we haven't quite reached the Wanderer's state of enlightenment. Maybe some day. But it wouldn't really be Zen to make a contest out of it, would it?

Tony Johnson
Whisper, Catalina 22
San Francisco

Tony — Sailing contentment certainly isn't a contest, and Zen sailing is different for every person and every boat. Find your sailing Zen, and enlightenment is yours.

↑↓ **DECIDE TO DO IT, THEN DO IT**

With regard to the Wanderer's decision to not risk a horse race up the Baja Bash course with Hurricane *Dora*, I've got some advice. The two most important rules for a skipper are: When in doubt, don't do it. And, when in doubt, do it. These rules have stood by me as loyal friends in the cockpit.

John Boye
Tom Thumb, Havsfdra 25
Brookings, OR

John — Funny, it almost sounds like Zen, but it's not, is it? What you're really saying is that the decision you make isn't nearly as important as that you stick with it once you've made it. It seems like generally good advice, although when taken to the extreme, could come to a bad end.

↑↓ **THE BEST CRUISING VALUE THEN AND NOW**

I just finished reading about the current cost — approximately \$1,500/month — for a couple to cruise in Mexico. I thought I would compare that with our cruising for 2½ years

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LETTERS

from the Bay Area as far south as Costa Rica and back in the mid-'70s. On average it cost us \$150/month over that time period, and that included all food, fuel, maintenance and entertainment costs. Of course, there were no marina costs in the '70s because there were no marinas south of San Diego — except for the private Club de Yates Acapulco, which was \$100/day back then.

Other considerations were no insurance costs because few cruisers could afford it back then. There were no haulout costs for us, because we'd run our Piver 41 trimaran up on the beach where we'd take advantage of huge tidal swings to do a quick bottom job. Fuel? We griped about the \$1/gallon cost in California because diesel was just 16 cents/gallon in Mexico. Beer was 15 cents a bottle.

There were other bargains, too. In El Salvador, they'd repair your boat battery by cutting out a bad cell and installing a new one — for \$3. I kept getting my Timex diver's watch repaired



COURTESY COLD DUCK

Cruising, '70s style.

every three months or so because the series of \$5 charges was cheaper than buying a replacement. When it came to booze, you could buy moonshine that had been locally distilled by the Costa Rican government for \$3/gallon — but you had to supply your own bottle. And you had to mark your bottles carefully, because you used the same type of bottle to get your stove alcohol. Since the moonshine smelled worse than the stove alcohol, it was important not to mix the two.

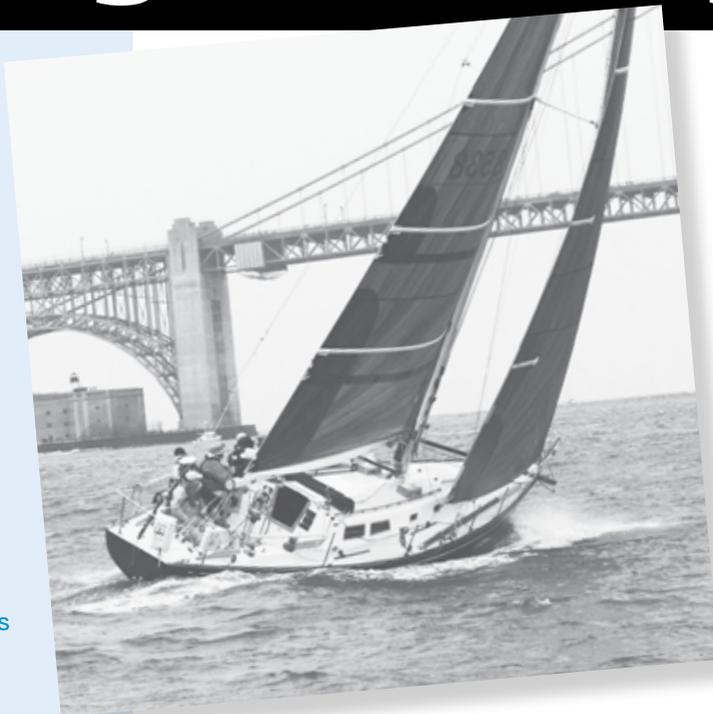
Given that inflation has raised prices by a factor of 10 — and sometimes more — I don't think cruising is any more expensive now than it was back then. Back then, you could buy a decent cruising boat for under \$20,000 — it cost us \$12,000 to buy our tri — and today you should be able to buy a good cruising boat for under \$200,000. I know the cost of extra goodies can really add to the prices of today's boat, but you can still find a decently outfitted boat for \$200,000.

For those who weren't around in the '70s, you could get a new car for \$3,000, a nice new house for \$40,000, and as I mentioned, diesel in Mexico for 16 cents/gallon. Of course, \$10,000 was a darn good salary back then, sort of like \$100,000 today.

When we returned to the Bay Area in '76, we had plans to get a rental house. If we had rental income of \$1,000/month in the late '70s, we figured we could literally live like kings while cruising Mexico and Central America. Well, we ended up getting more houses, a job, and more things to tie us down, so we never did get back to full-time cruising. However, we did take our 45-ft trawler to Cabo for four months in the '80s — and were appalled that we had to pay the Baja *panga* fishermen \$1 for each lobster. Previously, they'd been happy to give us 10 lobsters for a single *Playboy*.

We later bought a house at Mulege, near Concepcion Bay in Baja, and lived there part time for 15 years. Even though we had an 18-ft *panga*, it wasn't the same as cruising. We lament those 'old days' when our only navigation gear was a compass, a plastic Davis sextant, the star tables, and those 1889 charts made from the soundings of the *USS Ranger*.

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LETTERS

Well, I lament not being able to live those days now, but my wife says, "Are you mad?!"

Thinking that bigger was better, we got a 70-ft motoryacht to cruise the Bahamas and Caribbean a few years ago. But unlike Mexico and Central America, the waters in the Bahamas are seldom 10 feet deep. With a draft of six feet, that really sucked. Because of our draft, there were only two marinas between Miami and Key West that could accommodate us. The only way we could get into one marina in the Turks & Caicos was by churning mud at high tide. We learned our lesson, so if we ever return to the Bahamas, it will be in a vessel drawing less than three feet.

While the costs of cruising are higher now, the amenities south of the border are also much improved. And there sure are more people out cruising. Back in the '70s, there were maybe 20 boats that sailed south of Mexico to Costa Rica to escape hurricane season.

In our opinion, the \$1,500/month per couple cost of cruising in Mexico is the best cruising value you'll find for your money.

Jim & Lyn Hall
Cold Duck, Piver 41 Tri, 72-76
Slow Duck, Willard 39, '96 to present
Discovery Bay

Jim and Lyn — Thanks for that entertaining trip down cruising memory lane. Having just done another Baja Bash, and having had to skirt Sacramento Reef at 3 a.m., we have to admit that we don't miss the days of cruising south of the border with just a compass, depthsounder and broken RDF. Thank god for GPS and radar.

While there are some places — such as Southeast Asia — where it's possible to cruise happily for less money than in Mexico, we have to agree with you that Mexico still offers the best value for American cruisers. Seven reasons immediately

come to mind: 1) The people of Mexico are as wonderful as ever — and let's face it, are often more pleasant than many people here in the States. 2) A couple can cruise happily in Mexico for well below the official poverty level in the United States. 3) No matter if

you're cruising Baja or the mainland, you can totally get away from civilization, or you can avail yourself of the pleasures, such as they are, of city life — including the nearest Costco or Costco-like store. 4) Nature is so much more accessible on a boat in Mexico than in the States. 5) You can now get internet access on your boat near almost every population center — a huge improvement over the 'old days'. 6) Good and inexpensive health and dental care is widely available in Mexico. And 7) If you need to return home to visit family and friends, it's not that long or expensive of a trip.

↑↓ COMMON SENSE GOES OUT THE WINDOW

In the July issue of *Latitude*, *Sightings* had an article titled 'Politics As Usual', which was about the prospects of SB 623 — related to copper-based anti-fouling paints — passing. What I found most interesting was the mention of the RBOC's — Recreational Boaters of California — potential hand in the

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LETTERS

last drafting of the bill.

I thought I would share the experience the motorcycle industry has had in thinking it could outsmart the lawmakers and bureaucrats by inserting language that would make pending legislation unenforceable or unmanageable — as RBOC seems to have done. The lesson learned was that lawmakers don't really care what is practical or unpractical in the laws they sign, as implementation is rarely their concern. The bureaucrats just follow the letter of the law regardless of the outcome.

A case in point is the Consumer Product Safety Improvement Act of '08. Some U.S. motorcycle industry lobbyists and their clients felt it could be beneficial to nail Chinese manufacturers of low-cost ATVs by getting these products included in the act — even though it was unlikely that a child would ingest the lead battery terminals and valve stems of an ATV. The intent of the law was to keep toxic toys out of children's mouths, but the U.S. motorcycle industry thought they could use it to keep Chinese ATVs out of the States.

Alas, when it came time to implement the new regulations, logic and reason had no bearing. If there was lead in the product, and it was designed for a child, then the products were *verboden*. Lawmakers threw up their hands and claimed they could do nothing, that it was up to the Consumer Products Safety Commission to properly implement the new rules.

As for the CPSC, they claimed that they couldn't interpret the rules; they could only implement the law as passed, and their rules came from a rigid interpretation of the law. So on February 10, 2010, dealerships holding these products in inventory, and manufacturers with inventory, found they had a lot of unsellable items. Since that date, a groundswell of parents and dealers has managed to push back the implementation — but at considerable cost. Almost two years into the implementation of the Act, they are still operating under temporary relief though a permanent resolution is said to be in the works.

A similar situation developed a few years ago when the AQMD mandated annual smog testing for motorcycles in the same manner as is required for automobiles. Unfortunately, no equipment existed for doing the testing as envisioned by the AQMD, and AQMD issued no detailed testing guidelines that could be used to develop a process and methodology.

Based on these and other past experiences, my personal opinion is that if regulators can't figure out how to implement a new guideline, they take the most brutal and blunt force approach. If SB 623 is instituted as currently proposed, it will be impossible to manage, and they will go to the fall-back "safe alternative," which is to outlaw all anti-fouling paints for recreational vessels, regardless of whether they have been proven to be harmful or not.

By the way, a frequent government out is through the "unless proven not to be harmful" catch-all. This tasty morsel of liability gives fits to manufacturers, distributors, retailers and anyone else in the chain of supply. The risk is that someday in the future, the government will decide that what you did was unsafe, and then you are hit with damages going back in time. It's at this point that many suppliers decide it is in their best interest to pull the plug on their product rather than risk a future that they have no control over.

Richard Craig
Long Beach

*Richard — Thanks for the insight.
We attended the Port of San Diego-sponsored Eco-Friendly Hull Paint Expo at Driscoll's Boatyard in San Diego in early*

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LETTERS

August, and spoke to representatives for all the non-toxic bottom paints. The gist we got from them is that while all are making progress with their products, there is still no comparably priced non-toxic bottom coating that can compare with the efficacy of the toxic paints. We're keeping our fingers crossed that there will be rapid progress — and/or that legislators and bureaucrats use common sense — as time goes on.

↑↓ HONORING THE FALLEN MEN ABOARD USS LIBERTY

Larry Toenjes, 74, of Houston, set sail from Galveston, Texas, on April 22 aboard his Freya 39 *Liberty* bound for the southeastern Med to do what the U.S. Government has long failed to do — commemorate the lives of 34 American servicemen who were killed by Israeli forces aboard the *USS Liberty* during the Six Day War in '67. He was accompanied as far as Malta by frequent cruising crew Joe and Sherrie Wagner of an Ingleside, Texas-based Westerly

COURTESY LIBERTY



'*Liberty*' is on a journey to honor the fallen aboard the '*USS Liberty*'.

34.

Now alone in Malta, Toenjes still has 1,200 miles to go before he reaches the spot 25 miles off the coast of Egypt where the *USS Liberty*, an electronic surveillance ship, came under attack. The ship had been monitoring transmissions in international waters off the coast of Egypt when she was attacked. Larry plans to hold a memorial service at that location.

After first extensively reconnoitering the well-marked *USS Liberty*, Israeli air and sea forces suddenly began a two-hour assault, shelling, napalming and torpedoing the ship. As a result, more than 200 of the ship's crew were either injured or killed. In addition, lifeboats were shot up and stretcher-bearers machine-gunned.

A crewmember — later presented with the Silver Star for bravery — managed to repair the one antenna the Israelis had not knocked out in the first minutes, so the ship was able to send out a *mayday* that was picked up by two nearby U.S. aircraft carriers.

Two rescue flights were dispatched to the *USS Liberty* — but both were recalled by Secretary of Defense Robert McNamara and President Lyndon Baines



The attack on the '*USS Liberty*' remains the only such incident not investigated by Congress.

Johnson. President Johnson later said that he didn't want "our ally to be embarrassed."

Toenjes first learned about the incident eight years ago, and was amazed at the courage exhibited by the *USS Liberty*'s crew. In fact, *USS Liberty* is the most decorated ship since WWII, and may be the most decorated ship for a single attack in U.S. history. Her captain was awarded the Medal of Honor.

Outraged at the abandonment of these men by the U.S. government, both at the time of the incident and since, Toenjes decided to do something about it. He thus began plans for the



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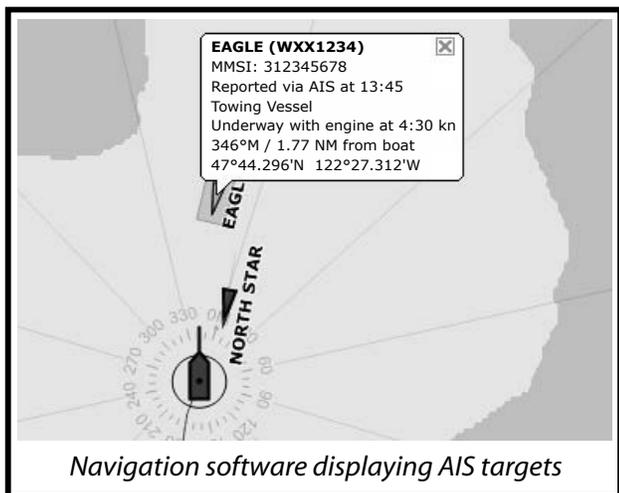
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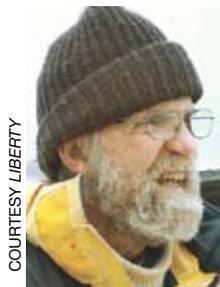
LETTERS

voyage and the memorial ceremony. As his wife, I am proud, supportive — and extremely worried. For not only has my husband faced the dangers of an ocean crossing — it took 78 days to cross the Atlantic to Lagos, Portugal, via Florida, Bermuda and the Azores — but he still has to finish crossing the Med, and he also faces possible danger from Israel.

Toenjes and USS *Liberty* veterans have requested that the U.S. government send a representative to participate in honoring the fallen, but have been turned down. They've also asked the government to demand that Israel promise not to attack Toenjes' sailboat. Since American taxpayers give Israel over \$8 million per day, this seems a reasonable request. Once again, however, it looks as if an American vessel is going to be abandoned by the U.S. government, as they've turned him down cold.

Jean Garst
Houston, Texas

Readers — Upon receiving Jean's letter, we had an interesting telephone conversation with her about her husband Larry, who she reports is in excellent health. She says that he grew



Larry Toenjes.

up in Woodland, Washington, where in addition to operating a family sawmill, Larry's father built a series of 50- to 60-ft tuna boats out of wood. His father would fish each one for a couple of years, sell it, then build another boat. Having learned boatbuilding skills from his father, Larry later built two boats of his own. One of them, a Charles Miller design, was built in Illinois and Texas in '83, and outfitted with a lot of gear salvaged from boats damaged by Alicia, the hurricane that devastated the Texas coast in August of

'83. Larry and Jean cruised that small boat all over the Gulf of Mexico, including several trips to both Mexico and Key West.

Toenjes got his bachelor and masters degrees from UC Berkeley in the mid-'60s, back when Mario Savio was encouraging students to throw their "bodies into the gears and levers of the University." After attending the Coast Guard Academy and serving in the Faroe Islands, Toenjes got his Ph.D. in economics from Southern Illinois University. A quantitative economist, he held a number of positions, including that of research professor at the University of Houston, until his retirement.

In '03, Larry sailed his Rafiki 35 Galatea — with the Wag-ners as crew — through the Panama Canal, over to Hawaii, up to Seattle, and farther up to Glacier Bay, Alaska. He sold the boat in Canada.

If Toenjes' cause is one that stirs you — he and Jean also traveled to Washington to march with 100,000 others to protest the start of the Iraq War — you could help by crewing with him from Malta to the site of the attack on the USS *Liberty*. Or she suggests that you can contact your Congressperson to object to the fact that the USS *Liberty* incident is the only one of its sort in the history of the United States that has never been investigated by Congress. Toenjes, by the way, has the full support of the USS *Liberty* Survivor's Association. You might also want to read the Wikipedia summary of the USS *Liberty* incident, a summary that lends credence to the suspicion that wars tend to have unintended tragic consequences.

As a fellow habitue of UC Berkeley in the days of that rabble-rouser Mario Savio, and someone who previously owned a Freya 39, and one who doesn't approve of opaque governing, we wish Toenjes success in his quixotic mission. For further information, contact Jean Garst at jgarst@hotmail.com.

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LETTERS

↑↓ C'MON BABY, LET'S DO THE HARBOR HOP

I just bought a Cal Cruising 36 in Los Angeles and I intend to sail it up to San Francisco soon. I've been reviewing all the options, and I think the best way is for us to harbor hop up the coast. I have about two weeks to make the trip, so I'm assuming that should give me plenty of time to wait for good weather windows.

I know that some sailors recommend going offshore and basically making one big tack out and back to San Francisco, so I'd like your opinion of which method you would choose — and also what time of year would be best to make the trip. I would like to start this trip in mid-September, but could delay it if it would give me a better chance at nice weather. I have a few offshore miles under my keel, including five trips down the coast and one Ha-Ha, so I'm not a complete novice.

James Lathe
 No Name Yet, Cal Cruising 36
 Berkeley

James — Congratulations on your new boat! The 'offshore' or clipper ship route only makes sense if you're starting from Cabo or farther south, because you have to sail 600 miles or so west — or even south of west — before you get to flop back onto the other tack that will hopefully allow you to lay San Francisco.

The other consideration is that your Cal is a new-to-you boat, and hundreds of miles offshore is not the place to learn about her idiosyncrasies and possible shortcomings.

The good news is that September and October tend to be two of the best months to make your way north to San Francisco. Getting WNW from L.A. to Cojo, the beautiful anchorage in the lee of Pt. Conception, shouldn't be much of a problem. You just hang there until the coast is clear for the 150 or so miles up to Monterey, after which most of any hard stuff should be behind you. Good luck!

↑↓ "YOU DIDN'T FACTOR IN THE WATER"

More than 3½ years after doing the '07 Ha-Ha, we and our Gulfstar 50 *Tropical Dance* have finally made it back to the States — although on the East Coast. Having done 26,000 miles cruising in Mexico and the Caribbean, we were surprised that you didn't mention the difference in the water in each location when making your comparison in August's 'The Sea of Cortez or the Caribbean' article. The water is so different that we believe it has to be factored in.

If you want warm water, you have to pick the Caribbean.



LATITUDE / RICHARD

Personally speaking, I only want to jump into the water if it's warmer than 84 degrees. And that's hard to find in the Pacific. In the Caribbean, on the other hand, the water is always in the mid- to upper 80s.

The water in the Caribbean is insanely warm and clear.

The clarity of the water, and the amount of coral, are two other factors where Mexico can't compare with the Caribbean. I've got a photo of Reylyn free-diving in Roatan that shows the amazing visibility. And we've taken hundreds of thousands of photos of beautiful underwater reef life we never would have seen along the Pacific Coast.

On the other hand, the fishing is great in Mexico and sucks in the Caribbean. If we wanted fish for dinner when cruising on the Pacific Coast of Mexico, all we had to do was put a

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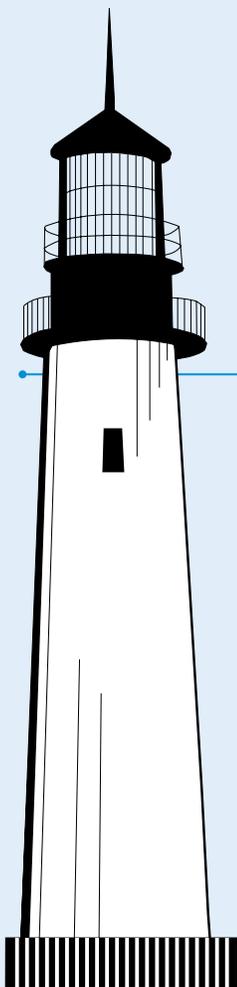
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LETTERS

hook in the water while underway, and we'd soon be dining on either tuna or mahi. (We never fish while at anchor.) But the fishing is so bad in the Caribbean that we simply put the gear away. And believe me, we tried. There just isn't much there. At least nothing to compare to the Pacific.

We loved Mexico and the Pacific Coast. We loved the Caribbean. But from the surface of the water down, they are completely different.

Dan Yarussi

Tropical Dance, Gulfstar 50

San Clemente / Currently in Brunswick, Georgia

Dan — We agree with you that the waters of the Pacific Coast of Mexico and the Caribbean are completely different. When it comes to water clarity and coral, you're right, the Caribbean has it all over the Pacific Coast of Mexico. You're also right that fishing in the Caribbean can't hold a candle to that of Mexico — at least until you get off the continental shelf, which unfortunately is often 20 to 40 miles to windward.

It's with regard to water temperatures that we're going to split a few hairs with you. The Pacific Coast of Mexico extends from 15°N to 33°N, a north-south distance of 1,100 miles. The Caribbean Sea extends from about 9°N to about 18°N, a north-south distance of about 630 miles. If you're at the same latitude in the Pacific and the Caribbean — i.e. Zihua and St. Croix — the water temperature is going to be pretty much the same. But if you're somewhere in the Pacific that's way farther north than in the Caribbean, yeah, the water is going to be significantly cooler.

But "mid- to upper-80s" in the Caribbean? We've spent a lot of time in the Caribbean in the winter and spring high



LATITUDE / RICHARD

seasons, and cool water wimps that we've become, we're sure it's never been over 81° at that time of year. Having just spent July on Banderas Bay, we know what 80° degree water feels like — i.e. you can stay in for hours and not feel the least bit cool — and St. Barth water isn't that warm, even in the spring.

If we had to decide where to go based solely on the quality of the water, we'd easily chose the Caribbean. But as you know, there are so many factors that make a cruising area great. As you say, it's hard not to love both Mexico and the Caribbean, which is why we're so incredibly lucky to be able to work in each location for half of each winter.

↑↓ LIVING THE DREAM

I want to thank the Wanderer and Doña de Mallorca for having me aboard *Profligate* for the trip from Cabo to Banderas Bay last fall, and for letting me stay on her on the hook at Punta Mita. Having crewed on *Profligate* opened many doors for me. Once I told people, they instantly trusted me. But I like to think my personality had a little to do with it, too.

As you know, *Profligate* was the first boat I sailed on, and after that experience I just couldn't get enough. I crewed on another boat in the Banderas Bay Blast, then for a month I volunteered on a couple of boats that daysailed out of Puerto Vallarta. I next crewed on a Skye 51 heading south, although that didn't work out. So I backpacked all over Mexico before ending up getting on the LaFitte 44 *Maya* at Marina Chahue



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LETTERS

in Huatulco. This boat, a Ha-Ha vet, took me as far south as Marina Papagayo in Costa Rica, making various stops in Salvador and Nicaragua along the way.

Humorously, Dustin Houseknecht — who also crewed on *Profligate* for the trip from Cabo to Banderas Bay, and stayed on her for another month or two — was crewing on another boat, *Maja*, covering the same ground as I was. Our two boats, *Maja* and *Maya*, actually buddyboated.

I later boat-sat for a six weeks in Bocas del Toro, Panama. From there, I took weekend trips to Escudo de Veraguas, Bluefields, Bastimentos and Zapatillas. It was all like living the dream. In fact, I think I'm still dreaming.

I actually learned the most and had the most fun on a Nordhaven 55, the owners of which I met when they needed line-handlers to go through the Panama Canal. I joined their crew and did watch-standing, cooking, cleaning, line-handling, anchor-handling — and yes, even navigation! We crossed the Canal, cruised to San Blas, Jamaica, the Bahamas and Florida. We also made contacts with racers during this time, especially in Jamaica, so we went out sailing on numerous occasions.

I'm back in London now, but I'm thinking that I may start cruising again next year — but this time in a paying position. If you have any recommendations, please let me know. I have a big student debt that I need to clear, and think that there is always great earning potential for the right candidate in the boating world. At the same time, it would be great to earn money where I'm most happy, which is at sea!

Anna Mascaro Fredriksson
London

Anna — Great to hear from you! And my, didn't you get around to see a lot of the world in a short time? Well done.

The global economy being what it is, paying crew positions aren't as common as they used to be, but there are always openings for the better candidates. The single biggest event in the Atlantic/Caribbean is the ARC or Atlantic Rally for Cruisers, which starts from your old stomping grounds of the

Canary Islands in late November. All 225 boat slots are filled every year, so you can imagine the crowd that gathers in Las Palmas about three weeks before the start of the event. We're not sure if there will be any paying positions, but there is no better place for you to begin networking for the Caribbean. And the sail across the Atlantic — nearly 3,000 miles — is usually one of the sweetest in the world.

Once you get to the Caribbean, we suggest you migrate toward the big yachting centers of St. Martin and Antigua to see if you can catch on with a boat in either of those places. Just before Christmas

— right after the ARC — is when most crews are finalized for the charter season. Those two places — English Harbor and Simpson Bay Lagoon, to be precise — are the big centers for paid crew positions, and they've got crew bunkhouses and other crew services well-established.

If you do make it to the Caribbean this winter, there are three events you certainly don't want to miss: The St. Barth Bucket (March 22-25), the Voiles de St. Barth (April 2-7), and the Antigua Classic Regatta (April 19-24). Those are tremendous opportunities for networking in the sailing world, not only be-



LATITUDE / RICHARD

Anna has really gotten around since crewing aboard 'Profligate'.

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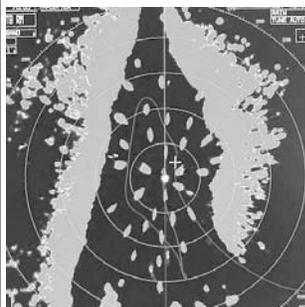


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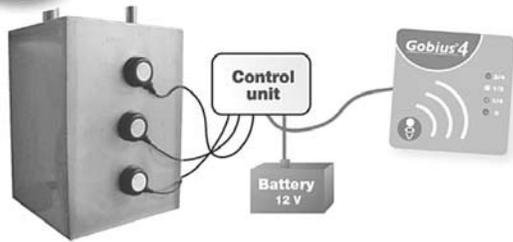
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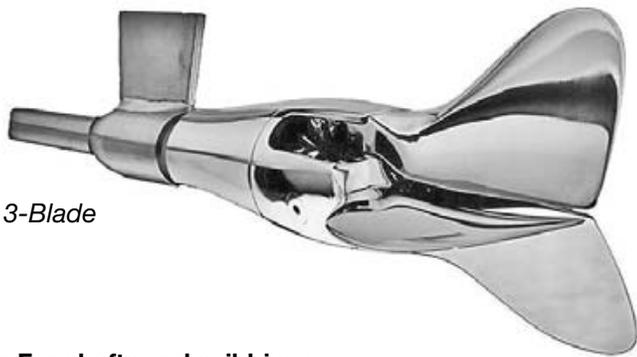
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LETTERS

cause you'll meet many of the core people in the industry, but also because it's near the end of the season, and many boats need new crew to head for the Northeast, the Med or Panama. If you do all three events, we can assure you that by the end of the Classic you'll know just about everyone.

Some readers may be interested in how Anna got on Prof-ligate. She'd been 'couch surfing' in San Jose del Cabo when last year's Ha-Ha fleet arrived in Cabo, so she came down to the docks and started inquiring about crew positions. We'd already picked up two young guys — Dustin Houseknecht and George Fuerst, both of whom had done the Ha-Ha — for the trip to Banderas Bay, so we needed a little estrogen, and signed on Anna, too.

One of the most entertaining aspects of cruising with folks in their 20s is following their various romances. For example, Dustin and George met two visiting Italian girls on the beach in Punta Mita, and two relationships bloomed. When the girls left, arrangements were being made for "our boys" to visit the girls in Rome later in the spring. We wonder whatever happened to all that.

↑↓"I'M NOT A RICH ROCK STAR"

I wanted to thank you for putting our discussion about Kendall 32s in the *Changes* section of *Latitude*. It was really nice of you. The only — funny — problem now is that every Westsail 32 owner in California is trying to sell their boat to a "rich rock star." Alas, I'm far from rich.

But I did learn about a Westsail that I've become interested in, so hopefully I can sell my Vancouver 25 soon. In fact, I'm going to take out a *Classy Classified* for her today.

Jonny Kaplan
Opah, Vancouver 25
Marina del Rey

↑↓PAKELE IS FOR SALE

After circumnavigating — and being listed on *Latitude's* Circumnavigator's List — and participating in the '09 Singlehanded TransPac, I've done about all I want with my Islander 36 *Pakele*. Having spent the last three years refurbishing her, I find that it's time to move on to other boating activities.

I know that *Latitude* played a role in the sale of the Islander 36 *Geja* in the Med, and thought you might mention something

in the magazine about my plans to sell my boat.

Gary Gould
Pakele
Islander 36
San Diego



LATITUDE / LADONNA

Gary Gould's globe-girdling Islander 36 '*Pakele*' is now for sale.

You obviously know your boat well, so interested people can contact you by email at gagould@gmail.com.

↑↓ADD BOW FLARE TO REDUCE PITCHPOLES

As an aerospace marine engineer — recently retired — and an avid reader of *Latitude* for years, I would always open my *Latitude* straight to the exploits of Max Ebb and Lee Helm. In reference to Lee Helm's comment in the July issue regarding

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Bellevue, WA – Mike Griffith

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



Sausalito – David Forbes

295 Harbor Dr. • (415) 332-0202

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



Alameda – Dan Niessen

730 Buena Vista Ave. • (510) 521-4865

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



Long Beach – Holly Scott

251 Marina Dr. • (562) 598-9400

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



Newport Beach – Tom Stallings

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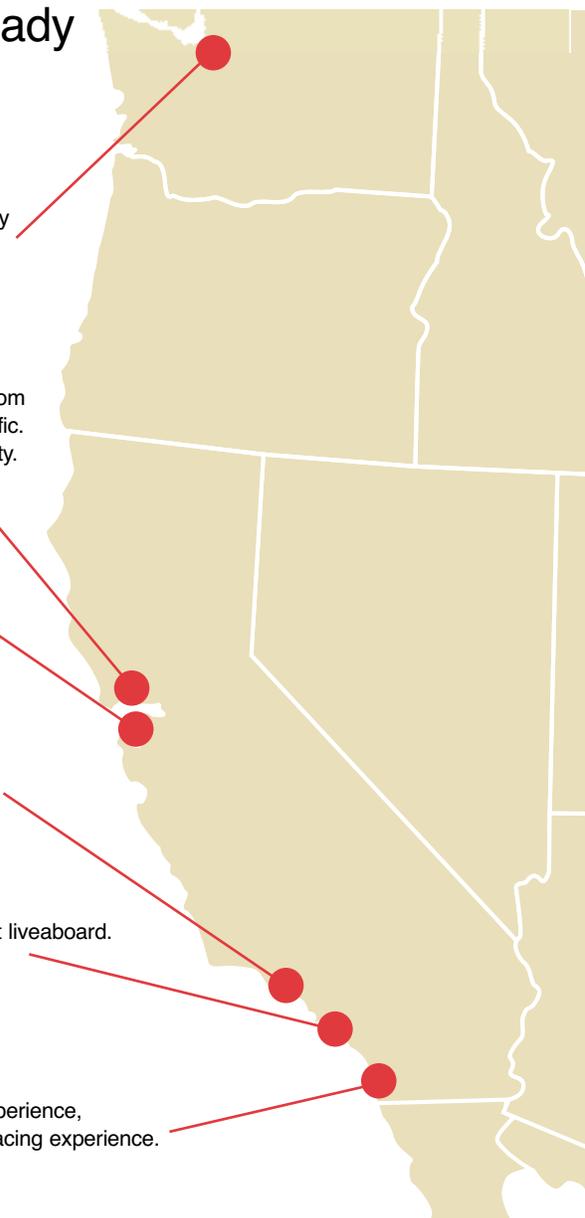
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom holds a U.S.C.G. Master License.



San Diego – Louis Holmes

1250 Rosecrans Dr. • (619) 225-8844

Louis has been an avid sailor for 23 years. He has over 6,000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience.



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LETTERS

the incident of the AC45 pitchpoling on the Bay. I concur with her assessment that the majority of forces are hydrodynamic, and that the conventional bow restoring-force is hydrostatic. But I think it goes beyond this point to that of the 'reverse bow' being incorporated on sailboat hulls.

The reverse bow has a stem line that slopes aft rather than forward, as on older catamarans, and rather than the plumb (vertical) bow on the catamarans of the last few decades. The reverse bow essentially has a negative reserve buoyancy to intentionally allow the bow to pierce the waves. The reverse bow is a trend that started in power catamarans Down Under with companies such as Incat, Incat-Crowthor, and Austral in ships, and with Gold Coast Yachts for smaller power catamarans in the Caribbean.

However, power catamarans are completely different beasts than sailing catamarans. As the wave-piercing bow plows into a wave, the added resistance below the vessel's center



GILLES MARTIN-RAGET

Reverse bows + tall sails = pitchpole city.

of gravity adds a bow-down pitching moment. However, on a power catamaran, the waterjet or propeller thrust line is either at the same depth or even deeper, and adds a compensating pitch up or pitch neutralizing moment. Now look at the case of a sailboat, where the thrust of the sail is high above the deck, generating a very large bow-down pitch moment. As Lee Helm notes, it's pitchpole city!

Secondly, her comment that the conventional bow restoring force is hydrostatic is not completely true. On high-speed vessels, the flare of the bow adds significant hydrodynamic lift when pushed into a wave. Remember when the original windsurfer came out, the board was relatively flat for its entire length. We used to wrap the bow in black garbage bags, and prop it on a chair in the sun with added weights on the deck. The added 'kick' warped into the bow kept the windsurfer from wanting to submarine in a manner similar to the AC45s.

It's my opinion that the restoring forces of bow flare need to be brought back in the AC72 design. I'd be interested in Lee Helm's thoughts, or perhaps those of the design teams of the AC72s. I'm sure that they read *Latitude 38!*

Steve Bailey
Los Gatos

Steve — Very interesting, and very clearly explained.

⇕⇕ COASTIES SHOULD CUT BACK ON THE RED BULL

If not for my personal experience after last year's Blue Angels' Fleet Week performance, I would have found it difficult to believe Bill Barton's complaint about outrageous Homeland Security behavior — as recounted in his August issue letter titled 'Inappropriate Coast Guard Action'.

In my case, several sailboats were sailing south along the Cityfront, just past Fort Mason. We were probably an eighth of a mile off the shoreline doing about four knots. As we passed the area where some Navy ships were docked, one of the small Coast Guard gunboats swept in between us and the ships, and started doing tight donuts at high speed. All the while their sirens were blaring and their lights flashing, and crew screamed into their hailer: "Move to port, move to

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LETTERS

port immediately!"

We all gladly complied as quickly as we could at four knots.

I understand what the Coast Guard was doing and why they were doing it. However, if they had simply parked or idled their small boat between our boats and the Navy vessels, instead of hot-dogging, and calmly and professionally given the order to move away, they would have achieved the same result without looking like complete idiots!

However, when you have a .50 caliber machine gun pointed at your face, as Mr. Barton reports happened to him, it's no laughing matter. Even if Mr. Barton was mistaken and the cargo ship that was being protected was just a mile away instead of two miles away, there was obviously no imminent threat from a day-racing sailboat flying a spinnaker. Sure, a sailboat loaded with enough explosives could be a weapon of mass destruction. However, given their inherent lack of speed and maneuverability, I doubt sailboats would be the delivery vessel of choice for terrorists.

Finally, a mile or two away is light years away on a sailboat, even if the ship was standing still. The intensity of the Coast Guard's approach was completely unnecessary and inappropriate. They could have calmly approached Mr. Barton's boat and said "Skipper, please be sure to avoid that cargo ship by at least 1,000 feet" — or whatever distance they thought was appropriate.

I suggest the Coast Guard work on training their cadets to win the hearts and minds of the taxpayers who support the Department of Homeland Security, instead of unnecessarily alienating them. Oh, and they might want to cut back on the Red Bull, too!

Bill Demeter
San Francisco

↑↓ "LET'S MAKE SOME NOISE!"

I read Bill Barton's account of being buzzed and threatened by the Coast Guard with great interest because yesterday I noticed for the first time that the Coast Guard had someone manning the .50 caliber gun on the bow of a boat patrolling the Alameda Estuary.

Since 9/11, we have seen Homeland Security dollars squandered on a variety of police and military toys, and now insult joins injury. We should not tolerate threats — implied or overt — embodied by a Coastie's hands touching the grips of those guns. We mariners are using the inland waterways of the country most of us grew up in, and there is no reason for the Coast Guard to treat us like criminals or hostile combatants. Please, *Latitude* readers, make some noise about this. If nothing else, our Congressional representatives should hear that we do not like how the Coast Guard is treating us.

Brian Ebert
Absolute Saidee (ex-*Absolute 80*), Wylie 33, Crew
Alameda

Brian — For the record, it's Congress who approved Homeland Security, oversees Homeland Security, and funds Homeland Security. We suspect complaining to Congress would be like complaining to a wall.

↑↓ THE BLUE LIGHT SPECIAL

If you've sailed in the Delta much, you may have come across the *USS Black Hawk*, a government vessel that comes in to port at Port Chicago from time to time. She must have some very important stuff onboard to warrant four Coast Guard gunboats being on patrol when she's docked.

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LETTERS

While crewing on Sam Dameron's Hunter 30 *Epiphany* in last year's South Tower Race, we picked up a couple of blue lights while we were going by the *Black Hawk*. We were then hailed on the radio, told that we were too close to the ship, and instructed to bear away to the required distance of 500 yards.

This may not seem like much of a task, but when it's after dark, you're already tired, and you're not even halfway done with an overnight race, it can be a little unnerving. Particularly since you know the .50 caliber guns are tracking you even



LATITUDE / LADONNA

The Coasties very aggressively — yet politely — patrolled Port Chicago during last month's Delta Doo Dah.

If you get close to the ship, you'll have a very big weapon pointed your way. Don't get butt-hurt and think things like 'What a waste of taxpayer money' or 'Do I really look like a terrorist?' Just move along as they ask.

I'm sorry to say that I didn't get to see the *Black Hawk* while on this year's South Tower Race — nor did I get to see the gunboats, the 'Ghost Fleet', or even the Golden Gate Bridge. What I did get to see — and experience firsthand and up close — was the dismasting of the sailboat that I was on. I'm sure glad that I've gotten that off my list of things to experience.

Dan Dallas
Sir Leansalot, Hunter 40, Crew
Stockton Sailing Club

Readers — Based on these and similar letters we have received about hands on .50 caliber guns, our readership isn't very happy with the way Homeland Security is being administered.

And as much as we dislike being skeptical once again, does anyone really believe the Homeland Security measures are anything but a wildly expensive 'feel good' fool's errand? If even a half-assed terrorist organization wanted to bring this country to its financial ankles — as opposed to its financial knees, where it currently rests — it wouldn't be hard. They'd just need 100 virgin-hungry suicidal maniacs, of which there seems to be an endless supply, plus a few homemade bombs — directions for which can be found on the internet — plus some automatic weapons purchased at local gun shows.

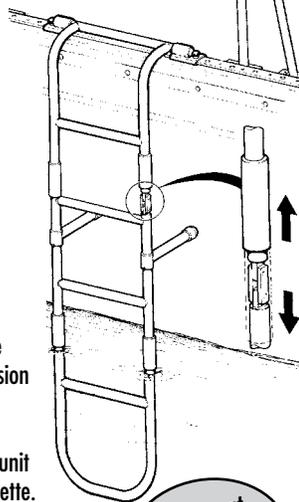
If they were so inclined, 15 such terrorists could set off backpack bombs at the 15 biggest subway stations in New York, 15 of them could set off backpack bombs at the biggest subway stations in Boston, Washington, D.C. and Philadelphia, 20 of them could create 'carmageddons' by bringing down the 20 most trafficked freeway overpasses in our 10 largest cities, and 50 more could station themselves with AK-47s at the end of runways at our busiest airports. Heck, if you're standing in the Hertz parking lot at LAX or on the top floor of the parking garage at Laurel and Kettner in San Diego, you're so close to the landing passenger jets you could probably bring one down with a Super Soaker.

The Port of Long Beach has spent well over \$1 million a month since '02 for what is supposed to be additional security.

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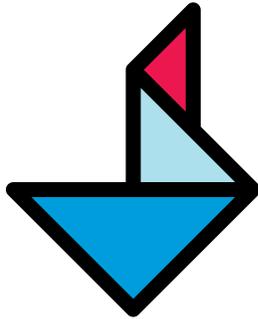
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But has it really done any good? After all, we all know that people and drugs are being smuggled across the border and/or up the coast in pangas from Mexico with impunity. It's as if we've got tons of security guards watching the front door and the garage door of our house, but nobody watching the windows or the back door. Real effective.

We realize providing security for the United States is a very difficult — let's face it, impossible — problem to solve. But does anybody really think that the current Homeland Security measures have any effect other than pissing off law-abiding citizens?

↑↓ TRUCKING A BOAT BACK FROM BAJA

The August letter inquiring about having a boat trucked back to the States from La Paz or Cabo brings back memories of when we did it. So the answer to the question of whether it can be done is that it's been done at least once that we know about.

It happened after our Pearson 385 *Daydreams* was damaged when Hurricane *Marty* swept through La Paz in September of '03. We were left with some tough decisions after the hurricane, as we had a great boat that needed to be repaired, but our insurance company was denying our claim. So should we have her repaired in Mexico, or bring her home where I could find the cheapest labor — me! — to repair her? We decided to truck the boat home to Nevada City from La Paz.

It was a crazy idea, but I found just the right guy — Jim, who became my new best friend — to do the job. All I had to do was get a trailer to La Paz, and Jim would tow her home. I found the trailer in the *Latitude Classy Classifieds*, and the quest was on. I modified the trailer to fit our Pearson 385 — which has an 11-ft beam — then towed it to La Paz. Once we arrived, we loaded the boat and towed it to a friend's yard, where we made final preparations for the long trek up Baja.

I would pilot for Jim and his semi as we made our way through all the military checkpoints and searches. But it turned out not to be hard, as Jim had made the trip over 60 times with lots of heavy equipment, so he knew everyone. We completed the trip home in four days, so not only did we pull it off, we did it in what seemed to be record time.

Once *Daydream* was home, it took me about a year to rebuild her. As a result, we were ready in time for the '05 Ha-Ha and several more seasons in Mexico.

Would I trailer the boat home again and repair her myself? No way! But we did get the last laugh, as our lawyer kicked the insurance company's ass. We got all our money, plus the recovery costs, plus our attorney's fees. Our guy whopped the insurance company so badly that they even waived our deductible!

A special thanks to *Latitude* for keeping our cruising dreams alive. We're still cruising, although just closer to home for now.

Joe, Melinda, Joseph & Jacque Day
Daydreams, Pearson 385
Nevada City



JOE DAY

Trucking a boat up Baja can be hair-raising, especially if you're in the pilot vehicle.

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LETTERS

Readers — It turns out that we gave everybody incorrect information last month when we reported that you can no longer have your boat trucked back to the States from Cabo, La Paz, Puerto Escondido or San Carlos. You can, although there are some restrictions.

According to Daniel Steadley of the Charleston-based Big Dog Marine, he's taken over 200 boats — mostly power — up or down the Baja Peninsula. However, because the TransPeninsular Highway is a narrow two-lane road, he and others are limited to trucking boats that weigh less than 18,000 lbs, are no taller on the trailer than 13½ feet — and here's the killer — don't have a beam of more than 11 feet. He says he can actually be sneaky and get away with a 12-ft beam, but that's the absolute limit. The charge is \$6/mile, and doesn't include the yard costs at both ends.

Wider boats have to be trucked up from San Carlos, which has a four-lane highway to the border. A couple of years ago Kiki Grossman of Marina Seca, which had been the main provider, told us that they were selling their trailer and going out of that business. It turns out they had a change of heart a few months later, and have been doing it again for the last several years. However, Jesus, who is in charge of the service, says business has been slow, as they've only delivered about 20 boats north so far this year. They have the capacity to do two a week.

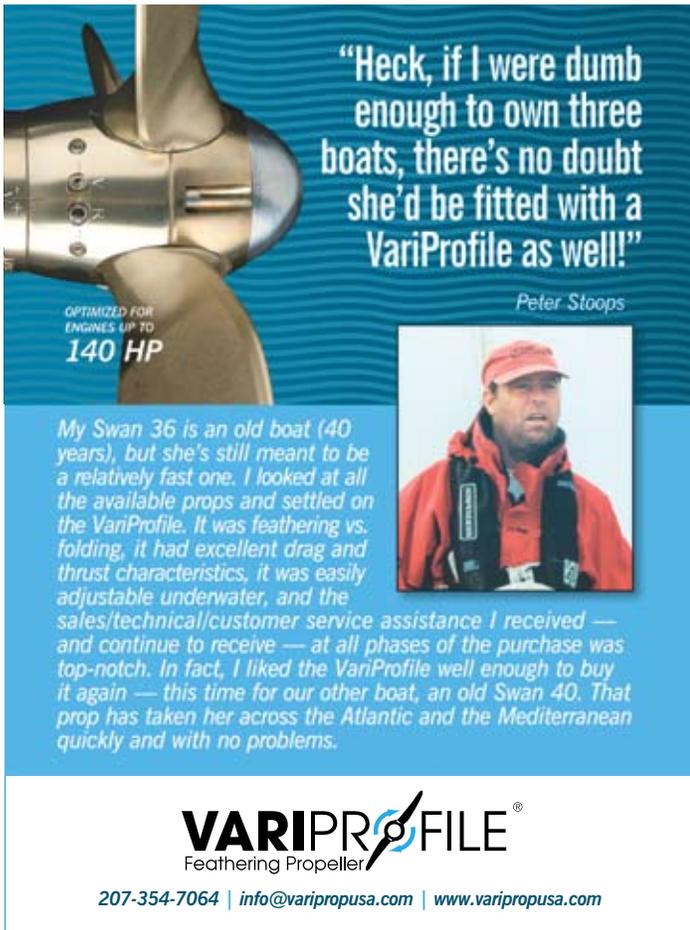
Marina Seca can truck boats up to 30,000 lbs, with a height on a trailer of 15 feet, and a beam of up to 14 feet. The service is a little complicated in that they use another company's truck and their own hydraulic trailer to take a boat to the border, where yet another truck and trailer will take the boat to her final stateside destination. Jesus said they recently had a 39-ft by 12-ft boat trucked from San Carlos to San Francisco for \$7,800, not counting the yard fees at the destination. Had the boat been wider than 12 feet, they would have had to pay an additional \$1,000 for a pilot car in California. They also shipped a 44-ft by 14-ft boat from San Carlos to Seattle for \$10,700, not counting the yard bills in Seattle.

↑↓ FIBERGLASS, A BOATBUILDER'S CURSE

When I was young, I attended the Merchant Naval Academy in Amsterdam, and during the holidays worked in my grandfather's shipyard. It was a small yard with about 10 employees. During coffee time, all the workers would gather around a long table, while my grandmother poured the coffee. Grandpa always sat at the head of the table.

On one of those occasions when I was working in the yard and had joined the team for a cup of brew, I suddenly heard my grandfather say, "I have been thinking about those plastic boats, and maybe we should build a couple." His statement was met with dead silence. Everyone thought the old man had gone crazy. Nevertheless, his yard built two fiberglass sailboats, both of them 38-ft Sparkman & Stephens designs. One of them was launched in '52 and was christened *Josephine* after one of my aunts.

About eight years ago, I was meeting a friend on Hog Island, which is just off Grenada in the West Indies. While I was waiting, I looked at the boats anchored in the bay. One of them looked so familiar that I borrowed — all right, I snatched — a dinghy that was lying on the beach to go out to the boat for a closer look. Sure enough, she was *Josephine*! She appeared to be in perfect cruising trim. The owners were not onboard, probably having gone to shore to provision. I asked around, but no one had seen the boat before, so obviously she had recently arrived from, well, who knows where? *Josephine* was about 51 years old at the time and still going strong.



"Heck, if I were dumb enough to own three boats, there's no doubt she'd be fitted with a VariProfile as well!"

Peter Stoops

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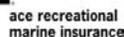
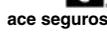
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LETTERS

Then a week ago, I had another surprise. I received an email from a friend who said that he had just spotted *Josephine* in Hawaii! Isn't that amazing? After 59 years, she's still cruising the world!

This makes me muse about fiberglass boats. The rage really didn't start until the early '70s, when Catalinas, Columbias and Cals — to name a few — started to roll off the assembly line. In the time it would take a medium-sized yard to build a steel or wood boat, each of these big companies could produce dozens of fiberglass boats. This completely changed yacht ownership, as suddenly it became affordable for those with moderate incomes, not just the wealthy.

Wood eventually rots and decomposes, steel rusts and can be recycled, but fiberglass seems to last forever. At first it was believed that fiberglass would eventually melt, or turn into powder, or that osmosis blisters would make the boat sink. None of those predictions has turned out to be true. Having been a marine surveyor for some 42 years, I have witnessed this to be a fact. By comparison, how many cars built in the '70s do we see on the road? Except for the odd one categorized as a collectible or antique, virtually none. Yet, look in the marinas, in the bays, and on the water, which are full of fiberglass sailboats built during those years.

Someday, when the earth is completely destroyed and mankind is part of history, those fiberglass boats will still be around, waiting patiently for the next intelligent species to install new machinery and rigging.

Due to the present day economy, the values of many used boats have fallen at an alarming rate. This phenomenon has been accelerated by high fuel prices and expensive moorage rates. But prices are also down because of an ever increasing inventory that exceeds demand. Marinas are already packed, and becoming more crowded as more boats keep rolling off the assembly line. Combine this with the fact that the demographics have changed. Most boats are owned by the Baby Boomers who are reaching an age where sailing no longer suits their lifestyle as well as it once did. And the newer generation is different, as they are not as interested in boating as their parents were. They are into running and cycling and, not to forget, pushing buttons on their iPads and other computer gadgets. The result of all these factors is that we are now getting to the point when there are more boats than people who want boats.

Obviously, mass production will have to come to an end. No doubt, one-offs and mega yachts will continue to be built, but the invention of fiberglass, while successful in the beginning, will soon turn out to be a curse for a large sector of the boat building industry. At least that's the way I see it.

Jan de Groot
Langley, B.C.

Jan — Actually, the first large fiberglass production sailboats in the United States were the 41-ft Phil Rhodes-designed Bounty IIs, which were built in the Bounty Building in Sausalito in the late '50s. The really big production yards were ripping by the mid- to late '60s.

Like all well-built fiberglass boats, those Bountys are still going strong. One beauty, Red Witch, is entered in this year's Ha-Ha, another that had spent a month on the bottom courtesy of Hurricane Marilyn did Antigua Sailing Week this year, and while looking at some photos of Rebak Marina in Malaysia the other day, there was the Bounty II Linda in the foreground. Some of the Bounty IIs were even built with fiberglass masts that are still in use.

We think your analysis of the boat market is reasonably

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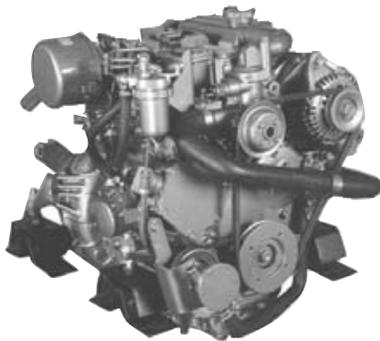


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LETTERS

accurate. Because so few of the fiberglass boats became obsolete, the supply has just kept growing — even though the big production yards mostly disappeared by the early '80s. That, combined with today's rotten economy and jobs market, means there are great bargains on sailboats. The old ones can't touch newer ones for performance, interior space, and conveniences, but they sure can be had at bargain prices. And so you see some young people going cruising on boats that cost less than cheap used cars.

So whatever happened to grandpa's yard?

↑↓ THE WANDERER MAKES ME LOOK SANE

I want to thank the Wanderer for having three boats. It makes my having two boats somewhat acceptable to my family and friends, who think I'm weird to have one boat and out of my mind to have two.

But hey, the Islander 36 is my Bay Area condo in wonderful Alameda, a great place to stay when Nana babysits the grandchildren or we decide to partake of the Bay area 'cultcha'. It also gives us a break from the Central Valley heat — although we are liking our new repo house with its nice swimming pool. Plus, the Islander 36 is a great sailing boat that we love to sail on the always-exciting San Francisco Bay.

Early each October we head off to *Harmony*, our Islander Freeport 40, which is presently on the hard — along with 600 other sailboats — at Marina Seca, San Carlos, Sonora, Mexico. We'll throw on some bottom paint and splash, then slowly work our way down the Sea of Cortez in what are usually perfect cruising conditions, as the Northers haven't started to blow and the water is still plenty warm. We end up at Tenacatita/Barra de Navidad on the mainland, where we spend the winter on our boat. Our kids and grandchildren are already making plans to come down to visit this year.

We — the lovely Miss Virginia Gleser, First Lady of Tenacatita Bay, and I — are looking forward to seeing everybody who comes south, and we'll save a place for the Wanderer at Tenacatita.

Robert Gleser, The Mayor of Tenacatita
Honey, Islander 36, Alameda
Harmony, Islander Freeport 40, San Carlos, Mexico

Robert — We think you make us sound a little bit more profligate, ahem, than we really are. For example, the *Surfin' 63* cat is not only owned by Latitude 38, she's also been the greatest editorial tool ever. In addition to being instrumental in starting all kinds of charity and other events from the Zihua Sailfest to the Banderas Bay Blast to the Revived Sea of Cortez Sailing Week, she's been the mothership to more than a dozen Ha-Ha's, has taken thousands of people out sailing for free, and has been on the scene for countless stories.

Although not currently registered that way, the Olson 30 La Gamelle is soon — if all goes to plan — to be owned by the La Gamelle Syndicate of four in St. Barth. At just over \$1,000 per share, she's been — as we've reported — quite the bargain.

The publisher of Latitude does personally own the Leopard 45 'ti Profligate in the Caribbean — but what a pleasant financial surprise she's been! In the six years we've owned her, we've enjoyed a total of nearly 12 working months on her in the Caribbean during the high season — which has a retail value of more than \$250,000 — yet after all the maintenance, fees, repairs, and the folks at BVI Yacht Charters having done a great job of taking care of absolutely everything to do with her, we're still in the black. Mind you, this does not include the initial cost of the boat.

The way we see it, both of the cats have earned and continue



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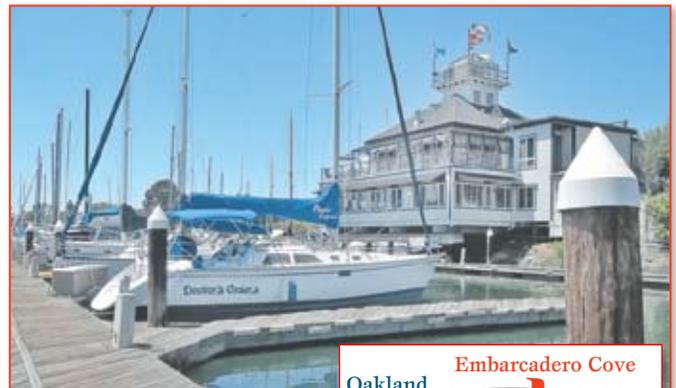
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Captain John* saw to my 48' Californian as if it was his own. He knows all the right people. He took my boat to the yard for a bottom coat and managed that project just like he manages engine maintenance, diving and deck cleaning at the dock. I call him for everything.

Frank Gallovich

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LETTERS

to earn their own way, and our share of the Olson should be minimal.

People have different priorities in life. For a long time ours was having a moderately nice home in a good school district to give our kids a decent start. Now that they've moved on, it's all about adventures and friends in many different parts of the world as opposed to 'thing-things'. Like Doña de Mallorca, we couldn't care less about cars — both of ours have more than 150,000 miles — furniture, jewelry, clothes, fine dining, expensive wines, tickets to sporting events or any of that kind of stuff. A sailboat in the tropics, a surfboard, a small motorcycle, high-speed internet access, and a huge variety of friends in all the different places we visit — if we've got those, we're happier than if we were staying at the Four Seasons, riding in limos, and eating at the most pretentious restaurants.

↑↓ "I'LL TAKE WHAT'S BEHIND DOOR #3, MONTY"

Holly and I were excited to read the article 'The Sea of Cortez or the Caribbean? — that you created based on our inquiry about cruising on a Catalina 34, and whether to do it in Mexico, the Caribbean — or both! Your response has made us more motivated than ever to sort ourselves out and get going.

Holly seems to like Option 3 — get a bigger boat and do both the Caribbean and Mexico. Since the idea of getting a bigger boat appeals to her, I guess we'll start poking around to see what we can find. A larger boat might mean a taller mast, of course, and I'm not sure if you can tell from the attached photo or not, but Holly wasn't exactly enjoying being in the bosun's chair working on the radar on the mast of our Catalina. But she's a real trouper, and got everything wired the way it needed to be wired.



MIKE SANDERSON

A bigger boat would also mean putting off cruising for at least another year while we try to earn enough capital to buy a boat and have money for cruising — which is a whole other story. This being the case, we've both been following the 'cost of cruising' articles and letters closely.

Mike Sanderson
Southern Cross, Catalina 34
San Diego

Holly will have to go even higher on a bigger boat.

Mike — Life is all about choices, isn't it? One the one hand, you've got the school of thought that says 'go with what you've got now', while others would tell you that even a slightly larger and more suitable boat would dramatically increase your cruising pleasure.

For what it's worth, we recently had a phone conversation with Greg Dorland of the Tahoe-based Catana 52 Escapade who, having sailed extensively in the Caribbean and Mexico, said, "Your August article about Mexico versus the Caribbean was spot on, with the differences in the people, the wind conditions and so forth. They're both great places to cruise, but very different."

Good luck!

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

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

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

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SIGHTINGS

rambler turtles in fastnet race

George David's Juan K 100 *Rambler 100* lost her keel and turtled shortly after rounding Fastnet Rock on August 15 at 5:45 p.m. GMT. In a report to *Scuttlebutt*, navigator Peter Isler described being at the navigation station with the boat sailing upwind toward the offset mark in 23 knots of breeze and big seas, when he "heard the big bang. The boat immediately flipped to 90 degrees, and within 30 seconds it turned turtle."

Thankfully all 21 crew aboard — 16 managed to stay aboard the up-turned hull while five floated away but remained tethered together — were successfully rescued, but that outcome was never a sure thing, and if not for a variety of factors, things could have turned out much differently.

Three crewmembers were reportedly able to do the "walkover" as the boat capsized, starting a chain reaction that led to the thirteen others having the help they needed

to get aboard the upside-down hull — no easy feat given the boat's prodigious freeboard and the sea conditions. Somehow, none of the crew became tangled in the lifelines or running rigging, another near-miracle to say the least. An intensive Safety at Sea training course attended by the entire crew was instrumental in their survival, especially the five sailors in the water — including David — who stayed tethered to each other. Isler radioed two *maydays* from the overturned boat, one from the base station and one from a handheld. Two EPIRBs were activated, and the crew's proximity to the Irish coast no doubt played a role in the Royal National Lifeboat Institution's rescue boat getting to the sailors in just 2.5 hours.

The boat has since been recovered, and David plans to put her back together again in time for the Rolex Sydney Hobart in December. The incident got us thinking of how many notable racing boats have lost keels. We put up a preliminary list in *Lectronic Latitude*, and solicited reader responses which we're compiling for a future article. There's a recap of the race in this month's *Racing Sheet* which starts on page 128.

— rob

rolex big boat series

September is one of our favorite months here on the Bay, and not least of all because it marks the St. Francis YC's annual Rolex Big Boat Series, the West Coast's premier big boat regatta. This year's event is shaping up to be another solid one. With 48 boats signed up as of this writing, and quite a few others likely to be there September 8-11, we'd be surprised if there weren't at least 80 or even 90 boats racing.

The Melges 32s were the biggest one design class at the event last year, but won't be back as their Worlds are later this month in Palma. The venerable and ageless Farr 30s (formerly known as Mumm 30s) have jumped to the rescue with 12 boats, hailing from as far away as Germany, the East Coast and Canada, already signed up. The regatta will also function as their Worlds.

As of this writing, only six J/105s were registered, but we'd be surprised to see that total come in anywhere south of 20 boats by the time the first gun is fired. Ditto with the J/120s, which show three registered, but should produce at least seven boats in what is always one of the tightest fleets on the course.

The Rolex Big Boat Series' longest-running one design class, the

continued on outside column of next sightings page

rudi's

Mark Rudiger was one of the Bay's most successful sailors before lymphoma took his life in July '08. A navigator with a Whitbread Race win (and later a Volvo Ocean race runner-up finish) under his belt, five TransPac Barn Door Trophies and multiple overall honors in 14 of the Hawaii races, three Sydney-Hobart honors, and an OSTAR, Rudiger was at the top of his game when first diagnosed with lymphoma in '04. When the word got out that Rudiger was ill, the rallying of support from the sailing community was both welcome and overwhelming for him and his wife Lori, and son Zayle.

CARLO BORLENGHI / ROLEX



'Rambler' may have lost her keel, but thankfully none of the crew were lost.



The TP/IRC 52s will be back this year as the grand prix fleet at the St. Francis YC's Rolex Big Boat Series.

mates

And now Lori and Zayle have decided to pay that support — and some of the lessons they learned from their ordeal — forward, by starting Rudi's Mates, the first nonprofit of its kind for the sailing industry. The organization was founded to provide grants to individuals whose primary source of income is from the sailing industry and who experience a significant loss of income due to an illness or injury/death to themselves or a family member.

"Many people may not know that Mark started out in the sailing industry as a marine electrician long before becoming one of

continued in middle column of next sightings page

bbs — cont'd

Express 37s, see the return of the ever-competitive Mick Shlens and his Southern California-based *Blade Runner* crew after a year of chartering a TP 52. With only three boats registered as of this writing, we expect to see at least eight.

That's about it for one design divisions, if you don't count the TP 52s, which are sailing under IRC. With four of those speedsters signed up and the possibility of a few more, this should be the class to watch for the good old-fashioned grand prix action that's been somewhat lacking on the West Coast in recent years. Jim Swartz of *Money Penny* fame is returning to the Bay with a new ride, *Vesper*, which won the Audi MedCup in '08 as *Quantum Racing*. Also sailing an '08 boat is the Cayman Islands' Peter Cunningham with *Power Play*, formerly *Oracle Racing* and *Synergy*. Those two programs will be battling it out with Manouch Moshayedi's Southern California-based, '07 vintage *Rio*, formerly *Stay Calm*, and Ashley Wolfe's '08-vintage *Mayhem*, formerly

continued on outside column of next sightings page



The all-carbon Farr 400 will be making its West Coast debut at the regatta in the Fast 40s division, which is making its second appearance at the RBBS.

SIGHTINGS

bbs — cont'd

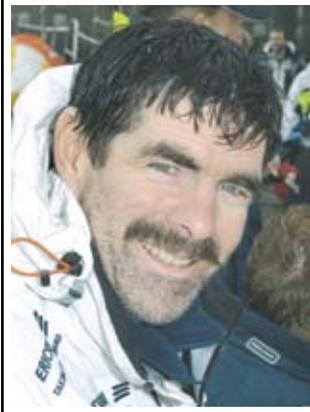
Bigamist 7. The latter has undergone significant modifications for IRC including a new keel, plus a brand new set of Hall Spars' SCR carbon rigging. There's no shortage of money being spent on these boats, and none of these campaigns is underprepared, so this should be really fun to watch.

The rest of IRC is shaping up quite nicely as of this writing. Bill Turpin's Santa Cruz-based R/P 78 *Akela* is looking to be the biggest boat in the fleet, with '09 division winner Kjeld Hestahave's *Tanton 73 Velos* next up. The Fast 40s, a class for boats with similar performance profiles that tend not to perform as well as purpose-built IRC designs in their size range should have a really awesome group. Expect four J/125s, a couple of Farr 36s and some other boats in the 36- to 46-ft size range. They will have get some stiff competition from a boat that everyone's eyes will be on, the new Farr 400. The latest offering from the Farr design office and Premier Composites in Dubai, the Farr 400 is an all-carbon speedster with a really distinctive look inspired in part

continued on outside column of next sightings page

rudi

the most well-known ocean racers in the world, bringing with him an understanding of what it is like to work at all levels of the industry," Lori Rudiger said. "The Rudi's Mates Fund is fulfilling that legacy by establishing a standing emergency



VOLVO OCEAN RACE

Mark Rudiger.



ALL PHOTOS LATITUDE / LADONNA

— cont'd

fund for all the working people in the industry, including those who are much less visible: the sail seamstress, the boat bottom diver, the boatyard worker, the marine electrician. They are the foundation of this sport."

The fund has been established as an official fund of the Marin Community Foundation in Novato, California, which has been overseeing charity funds for 25 years and currently manages approximately \$1 billion in assets as a philanthropic leader in the country. Info on how to make your tax-deductible donations of \$250, or in-kind gifts, can be found at www.rudismates.org.

— rob



Looking good on the Delta Doo Dah — (clockwise from below) "Carousel" goes for a ride; "Goose" and "Jolin" beat feet to find the sun; voila! and "Zozz's gone; the crew of "Solace" wave goodbye to the gray; "Wiggle Room" shows "Mai Pen Rai (left) and "Final Call" the way to Owl Harbor.



bbs — cont'd

by the requirement that it fit inside a shipping container. Led by project manager and Bay Area product Dee Smith, who knows the Bay as well as anyone, *Team Premier* should be the benchmark in this division. The rest of IRC is coming together, with some well-matched boats in the 36- to 43-ft range and a few outliers that should see themselves in good divisions by the time the regatta rolls around.

All in all, it should be a classic, and as always you'll find all the info at www.rolexbigboatseries.com.

— rob

commodore's call to action

Thanks to uncontrolled industrial fishing, 90% of the world's pelagic fish have been removed from the sea. This is the unpleasant fact that Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ *Flashgirl* learned while cruising Micronesia. Having sailed the world's oceans for 79 years, and still at it, Commodore was incensed. Incensed enough to call us and report that not only are some people trying to do something about it with an outfit they call the World Park Initiative, but that these people will be making a presentation about it at the St. Francis YC Yachting luncheon — open to members of all yacht clubs — on September 7.

We're still a little unclear on the details, but the general idea is to "stave off marine extinctions" in the Marshall Islands, part of Oceania, and at the same time provide much-needed jobs for the islanders. Leading the St. Francis presentation will be John Ehsa, the governor of Pohnpei, one of the four states that make up the Federated States of Micronesia. Special Assistant Howard Rice and Dr. Thomas Coon of Michigan State University will also be on hand to describe a vision of sustainable economic development coupled with reversing the rapid decline in fish populations.

If you care about the oceans, you may want to attend. If you can't attend, we'll have a report on it in the next issue of *Latitude*.

— richard

guzzwell's latest beauty

When we're asked, "What makes a sailboat a yacht?" it's tough to come up with a succinct definition. But to borrow a quote from Supreme Court Justice Potter Stewart, who famously struggled to define pornography during a landmark case in the mid-60s: We know one when we see one. And master shipwright John Guzzwell's latest work of nautical art certainly qualifies.

She's the 43-ft R Class sloop *Ace*, which was recently relaunched near Seattle after Guzzwell and a team of helpers, including his son,

John Jr., completed a stem-to-stern rebuild for owner Bob Cadranell. "The original boat was in very poor condition," Guzzwell explains, "so we rebuilt the hull and used the original lead keel and many of the fittings and hardware. *Ace* is cold-molded of five 1/8-inch skins of Douglas fir with a final 5/16-inch layer of sapele mahogany." The entire hull is finished 'bright' above the waterline with a coating of West System epoxy and varnish.

Cadranell, who is a renowned racer in a variety of classes, has

continued on outside column of next sightings page



John Guzzwell's latest work of art is the 43-ft R Class sloop 'Ace', built in Sausalito in 1926.

MOLLY CADRANELL

SIGHTINGS

guzzwell — cont'd

issued a challenge to the Royal Vancouver YC for the Alexandra Cup (which that club has held for 50 years). In late October, RVYC will defend in the (39-ft) A Class sloop *Lady Van* which is of 1927 vintage.

Originally a San Francisco boat, *Ace* was designed by Charles Mower for St. Francis YC member Arthur Rousseau. She was built by the Madden & Louis Yacht Yard in Sausalito and launched in 1926. Like miniature J class vessels, R Class sloops are designed to the Universal rule and feature long overhangs, narrow beam and low freeboard.

When Cadranel found her in Southern California a while back, she was sitting high and dry in very sorry shape. He bought her and trucked her north, no doubt assuming that his good friend Guzzwell could work his magic on her.

If the name Guzzwell doesn't ring a bell, you've apparently missed out on a wonderful chapter in modern nautical history. It was 56 years ago this month that John Guzzwell,

a 25-year-old British immigrant to Canada, set off to circumnavigate aboard *Trekka*, the 21-ft wooden yawl he'd built with his own hands. The book he published about his adventures, *Trekka Round the World*, became a cult classic among would-be voyagers, and is credited for sparking the dreams of many who have circumnavigated since — a must-read, in our opinion, for both offshore sailors and armchair adventurers.

— andy

where there's a will there's a way

You might think Bay Area sailor John Thompson is a very lucky guy. After all, he occasionally unplugs from life in the mainstream to crew on extended sailing trips in exotic destinations. But we think his frequent forays are as much a result of being clever as being lucky.

Recently, for example, he crewed for the Powell family on a crossing from Mexico to French Polynesia, followed by several months of interisland cruising aboard their Tiburon-based *Jeanneau 47 Calou*. When John got the invite from Bruce and Pascale Powell — with whom he'd cruised twice previously — he was thrilled, but knew he couldn't simply walk away from his Internet-based reservation service (www.reservationkey.com). So rather than pass on such a prime opportunity, he researched at-sea communications options that would allow him to keep working online daily, even from mid-ocean. "I bought a refurbished BGAN Wideye terminal for \$940 and paid \$125 per month for 20 megabytes of data (with additional usage costing \$6.45 per megabyte). Phone calls are easy as well, and fairly reasonable at \$0.99 per minute. Thanks to the satellite terminal I have been truly able to mix work and play."

When we ran into John in Moorea a couple of months ago, he seemed to be wearing a permanent ear-to-ear grin — especially when describing his recent travels. "The Tuamotus were everything we hoped them to be: remote atolls with the type of scenery, both above and below the water, that you think only exists in postcards and on computer screensavers."

In addition to being a talented programmer, John is an accomplished concert violinist. "One of the best things I did on this trip was bring my violin along. Everywhere we go, just by practicing for an hour or so on shore, I have met many more local people than I otherwise would have. . . We happened to be in Makemo (in the Tuamotus) on a Friday night for the weekly projection of movies onto the side of

continued on outside column of next sightings page

short

CARPINTERIA — First-time sailor David Fortenbury says he'd been told by friends to hug the coast when he sailed his Columbia 22 *Destiny* from the Channel Islands to her new home in Santa Barbara but "nobody said anything about watching out for rocks," Fortenbury told the *Coastal View News* after he sailed *Destiny* onto Carpinteria State Beach on August 5.

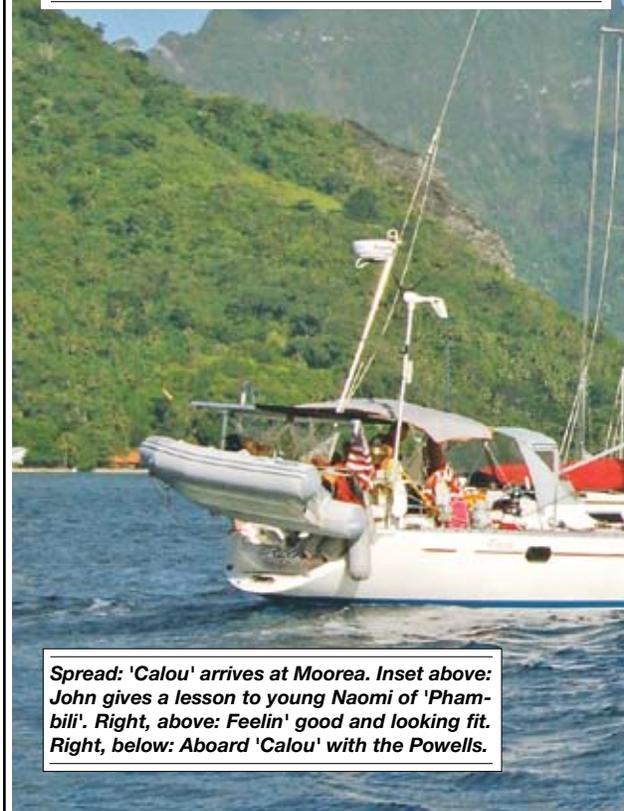
Locals worked to free the little boat, which Fortenbury had bought the previous week, but to no avail. A towing outfit was finally able to pull the wreck from the



Bob Cadranel chose well in hiring John Guzzwell for 'Ace's rebuild.



COURTESY CALOU



Spread: 'Calou' arrives at Moorea. Inset above: John gives a lesson to young Naomi of 'Phambili'. Right, above: Feelin' good and looking fit. Right, below: Aboard 'Calou' with the Powells.

sightings

beach the next day but *Destiny* was a loss. Regardless, Fortenbury was undaunted by the sad turn of events. When the reporter asked if he would sail again, he replied, "Once a sailor, always a sailor."

The bad news is that Fortenbury was unable to pay for the towing, so the State Park System — and taxpayers — footed the bill. The good news is that, according to Fortenbury's *Facebook* page, he quickly acquired another boat, this time a powerboat, aboard which he frequently

continued in middle column of next sightings page

will — cont'd

a building near the harbor. Since everyone was very interested in my violin playing, I agreed to play between the first and second movie. It was a surreal experience, playing in such an unusual place and for such an unlikely audience. Bruce Powell plays accordion and his wife Pascale sings, so along with the violin, the live music has added greatly to our parties with other cruisers. So if you're going cruising and are musically inclined, I highly recommend bringing your instrument, and not being shy about playing."

We first met John a few years ago when he wrote us about crewing in the Red Sea, and since then he's gotten passport stamps from as far away as China. Armed with his two secret weapons, a satellite terminal and a violin, we can only wonder where he'll end up next.

— andy



PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

SIGHTINGS

lucky star, lucky dog

Some people plan and save for years to go cruising. Sausalito's Tim Sell does it nearly every year. A diver by trade, Tim works for Dave's Diving for several months at a time, saves up a reserve of cash, then takes off. "I 'sailed off into the sunset' once, never to return," Tim says, "but I just ran out of money and had to come back anyway. Now Dave gives me a month off here and there, and I still get to live my dream. Besides, after a month of living on the boat, I'm usually ready to get off."

Four years ago, Tim sailed his Brent Swain 36 *Lucky Star* from Sausalito to Alaska, where he kept her for the next three years. During the summer, he would fly up periodically to explore the Inside Passage, usually with crew. But when it came time to sail *Lucky Star* down the coast to San Francisco Bay last summer, he had a tough time finding anyone to sign on, so he did it solo.

"When I got her home, she was pretty trashed," recalls Tim. He

continued on outside column of next sightings page

shorts

enjoys that special time of day — 4:20.

SAUSALITO — After storing a 20-ft plastic baby on his old Navy launch just off Pelican Harbor for a few months, Scott Diamond, 51, decided that July 3 was the day he was setting the baby free. Witnesses watched Diamond tow the big baby south of Horizons then tie its head to a mooring. According to the *Marinscope*, a witness said he then "tore off one of the baby's arms and left in a hurry."

The Marin County Sheriff's boat towed the baby to the Corp of Engineers dock, then cited Diamond with obstructing a navigable waterway. Diamond declined to explain his motives.



PHOTOS TIM SELL EXCEPT AS NOTED

— cont'd

Interestingly, the giant baby was created by artist David Hardy in the '90s while he was working in the film industry. The baby in question, along with others, was left in various locations, including San Francisco. He said he had no idea how the baby had made its way to Sausalito.

This item was so bizarre that we asked *Lectronic Latitude* readers to supply a caption for the photo of the Sheriff's boat towing the floating baby. We received dozens of hilarious captions, but Robertta Edwards won a *Latitude 38* hat with this little *bon mot*: "Hmm, wonder what he used for bait."

— ladonna



Hot doggin' — (clockwise from above) Kim, Silvio, Tim and Inka were psyched to get underway; Silvio and Shelagh go toe-surfing in crystal blue waters; a view from the crow's nest.



lucky star — cont'd

spent the next year breaking his back — and his bank account — to give *Lucky Star* a complete refit, including a bright new paint job, for this summer's planned trip to Hawaii. Explaining his choice in paint color, Tim says, "I wanted to be really visible at sea."

In the wee hours of July 16, Tim and his crew — Sausalito's Inka Petersen, her wife Kim Marcellino and Kim's son Silvio, along with

Shelagh More from Missoula, Montana — left Richardson Bay bound for the Big Island. Inka is a well-known local boat-builder, and Shelagh had crewed for Tim in Alaska, but Kim and Silvio had no ocean experience. Regardless, Tim says everyone did pretty well, considering that much of the trip was an "uneventful" light air affair — except when the sloppy aftereffects of by-then-dissipated Hurricane Dora caught up with them about halfway across.



'Lucky Star', with her bright paint job, made it to Hawaii after 18 relatively uneventful days.

What the crew of *Lucky Star* wasn't prepared for though was that three of the crew suffered from seasickness for a good portion of the trip. "We had enough prescription drugs to stun an elephant," Tim notes, "but for some reason no one had thought to stock up on a couple extra packages of Bonine." There was also a threat of a mutiny when the female-laden crew found they might have to ration toilet paper. Luckily for Tim, it didn't come to that.

Lucky Star arrived in Hilo on August 2 after an 18-day passage. Tim's crew headed back home while Tim reveled in the water-centric Hawaiian culture by sailing with new friends, paddling outriggers with old friends, and generally spending as much time as he could in or on the water. "I should have moved to Hawaii 20 years ago," he says. "I'm really looking forward to going back next summer to really explore." In the meantime, *Lucky Star* is drydocked in Honokohau and Tim is back to work and living aboard his Coronado 25 until his annual winter housesitting gig starts.

So if you've been planning your 'big cruise' but keep putting it off for one reason or another, let Tim Sell — the ultimate commuter cruiser — be your inspiration and just go.

— ladonna

ha-ha deadline is looming

After two record-breaking years, it looks as if the Baja Ha-Ha rally fleet might actually be a bit smaller this year. But that's not a bad thing, as we've found that with somewhat smaller fleets it's a little easier to meet new friends, find slips in San Diego and Cabo — heck, there will even be shorter beer lines at the parties.

We were initially baffled by the enormous '09 and '10 fleet sizes — which, at 193 and 196 boats respectively, were the largest armadas in the event's 17-year history, despite coming right in the middle of a deep recession. But we eventually realized that those numbers were bolstered by a contingent of entrants who were short on cash flow, but long on free time, and had paid-off boats. So the question became obvious: "Why not spend some time in sunny Mexico, where livin' is cheap and easy?"

In any case, at Baja Ha-Ha World Headquarters, the Rally Committee is as revved up as ever to host another fantastic event, and our U.S. and Mexican partners are eager to offer fleet members their services.

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

If you're unfamiliar with this 750-mile 'cruise to the Cape,' you'll find complete info and the sign-up portal at www.baja-haha.com.

And if you're itchin' to go, but don't have a suitable boat of your own, be sure to check out our free online Crew List (at www.latitude38.com), and if possible, attend our Mexico-Only Crew List Party, Wednesday, September 7 at Alameda's Encinal YC, 6 - 9 p.m. Boatloads of skippers-in-need are likely to be there, along with many Ha-Ha vets who'll gladly share their insights. (Skippers and First Mates are free, others pay \$7 at the door.)



LATITUDE / LADONNA

Just before the Crew List Party, Sal's Inflatables offers a chance to see what it's like to climb into a liferaft.

Both skippers and crews should be aware also that our old buddy Sal Sanchez, aka Mr. Liferaft, will be holding a comprehensive liferaft training seminar prior to the Crew Party, from 3:30 to 5 p.m. At a cost of \$39 per person, this is a rare opportunity to learn the essentials of raft operation, including in-water boarding practice in the Encinal pool — money well spent for offshore peace of mind. Call (510) 522-1824 for reservations. We'll see you there!

— andy

the new face of owl harbor

Owl Harbor has changed. We last visited the Twitchell Island marina, located just off the San Joaquin on Sevenmile Slough, in '03 and, quite frankly, thought it was a dump. Dilapidated docks, zero security, and on the island side of the levee, a cluster of crusty campers, some of which would have been considered inadequate housing for farm animals. We joked that a thousand years from now, archaeologists would wonder about the meaning behind such an expansive 'beer can midden'.

So when we heard a few years ago that Owl Harbor had new, enthusiastic owners who were making huge changes, we were intrigued. Harbormaster Devery Stockon was so excited about the inception of the Delta Doo Dah three years ago that she immediately signed on as a prize sponsor, but it wasn't until this year that the marina became an official stop on the event's itinerary (find a recap of the Delta Doo Dah 3D starting on page 92).

We were blown away by the 'new' Owl Harbor. Gone were the speed freaks and their crusty campers — in their place, a beautifully groomed lawn featuring three picnic areas (each with three picnic tables, two BBQs and a horseshoe pit), a community garden (complete with a chicken coop), and even an outdoor movie screen. The harbormaster's office offers a small patio with seating so you can enjoy a cup of tea while browsing the offerings on the book exchange shelves, and when you want a little exercise, you can either take a walk around the levee or borrow one of the marina's five beach bikes — no checking out necessary.

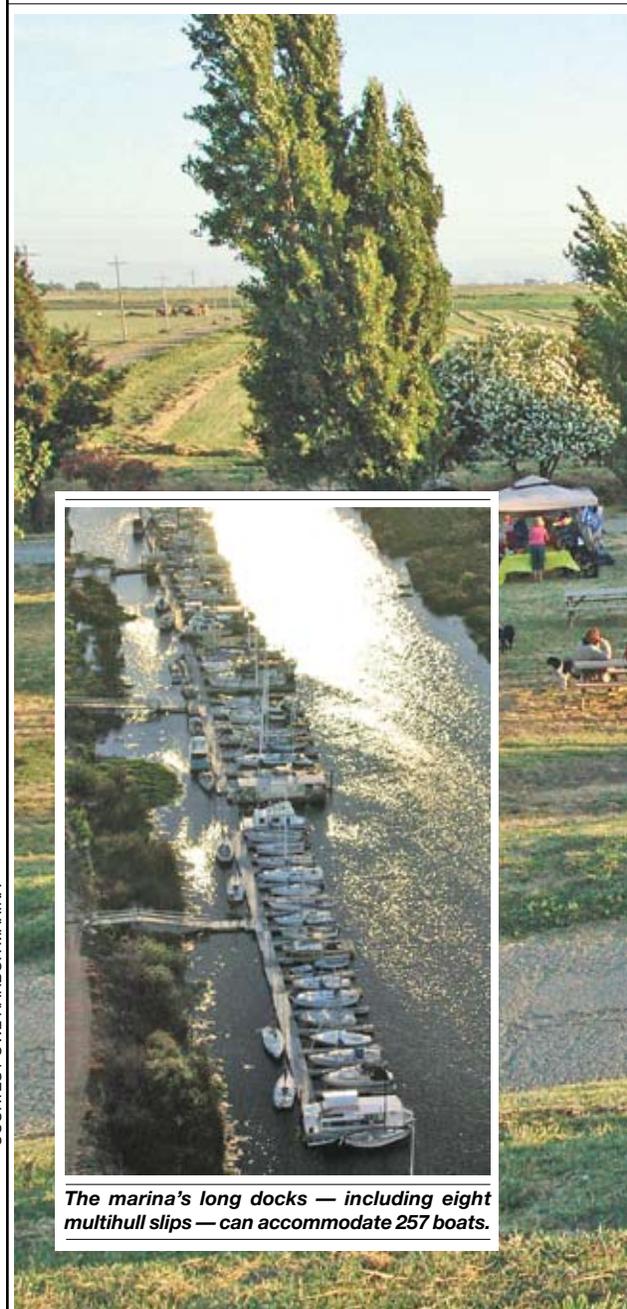
"When my husband, Casey, and his sister, Jan, bought the place in March '09, he asked if I wanted to become harbormaster," Devery explained. "He said it would be fun and that I'd only have to work three days a week. Ha!" Instead, Devery fell in love with the funky little harbor and its tenants, and wanted to create something special. "It'll never be a high-end resort, but I just wanted to make it a nicer place to visit."

Devery quickly realized that she needed to work full-time to accomplish her goals, a fact she doesn't mind one bit. "I commute 1

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doo dah

The long slog back to the Bay after the Delta Doo Dah may not be the most memorable part of a vacation for most Doo Dah'ers, but Mike and Diane Robinson will never forget their 'Delta Bash'. On August 8, the Robinsons were sailing their Cal 36 *Holiday* back to their slip at Richmond YC in 20-25 knots of wind on an ebb tide. "We'd had a good trip until we were between Pt. Pinole and the Brothers," says Mike. "It was around 3 p.m. when I noticed a Hobie 16 doing about 20 knots downwind inside the shipping



COURTESY OWL HARBOR MARINA

The marina's long docks — including eight multihull slips — can accommodate 257 boats.

— cont'd

channel. Just as I was thinking, "What kind of idiot would be out here in a Hobie 16", he pitchpoled."

Mike says they kept an eye on the guy, who was about a mile away, to make sure he was able to right the boat in the heavy wind but, after about 10 minutes, the guy was still down so the Robinsons dropped sail and changed course to offer some help. On their way, Mike alerted the Coast Guard to the situation. "When we got there, he declined our offer to bring

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owl harbor — cont'd

1/2 hours each way from Napa to come to work, and I love it," she laughed. But she readily admits she couldn't do it without the help of her crack staff — Kurtis, Luis and Javier. "I have these ideas and the guys implement them."

One such idea was to create a monthly movie night for tenants. The offer of a mystery movie, as well as free popcorn and brownies; brought in 20 people to the first movie night. Everyone was delighted when the opening scene from *Captain Ron* rolled onto the screen.

But it's not just about the fun factor for Devery. In addition to repairing the ailing docks, her crew refurbished the old bathrooms and added stand-alone heads on several of the docks. They took soundings of the channel — it averages at least 10 feet at zero tide,

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The view from the top — Owl Harbor is a great place to escape to for a few days of R & R.



The Owl Harbor Crew — (l to r) Javier, Luis, Kurtis, Luis Jr. and Devery.

PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

SIGHTINGS

owl harbor — cont'd

though your depthsounder might give negative readings due to the dense weed that's currently plaguing the Delta — as well as each of their 257 slips. "Each slip varies from six to eight feet deep," Devery noted. "We also measured their width so we can be confident that boats will fit in their assigned slips."

The marina charges a \$6/ft monthly rate based on a boat's overall length — "And I measure every boat," said Devery — and 50 cents/ft/day, which includes power and water, for transients. To find out more about moorage, or to book a cruise-in, check out their website

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heroes — cont'd

him aboard," Mike recalls. But after three failed attempts to right the now-turtled craft, he gave up and climbed aboard, where Diane presented him with a piping hot cup of coffee.

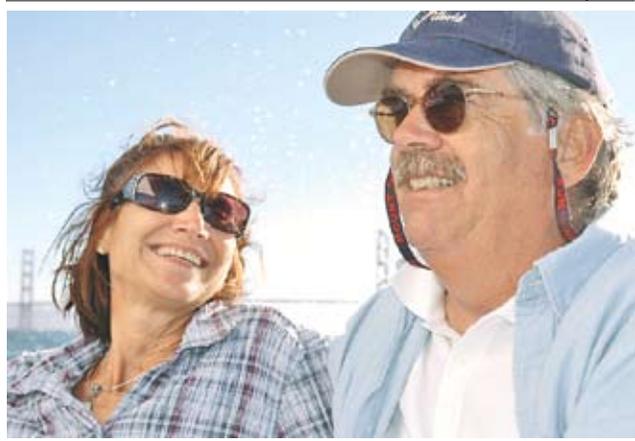
"Diane asked the guy — his name was Matt — if he'd sailed the Bay very often," Mike says. "He said, 'No, I'm from Sacramento. I've only sailed Folsom Lake and

continued in middle column of next sightings page

Sailboat turned rescue boat — 'Holiday' saved a life on her return from the Delta.



LATTITUDE / LADONNA



Heroes Mike and Diane Robinson.

COURTESY HOLIDAY

owl harbor — cont'd

at www.owlharbor.com or call Devery at (916) 777-6055.

Owl Harbor currently has a 20% vacancy rate, but we suspect that will change once word gets around that it's more than just a marina. "It's really a pretty tight community," said Devery. "I know this sounds corny, but it's a special place, and we hope everyone finds it as special as we do."

We know we did.

— *ladonna*

vaka moanas raise awareness

San Francisco Bay was honored last month by a visit from a unique fleet of historic sailing craft called *vaka moanas*, whose centuries-old design facilitated the settlement of the Pacific Basin's vast Polynesian empire.

Six replica sisterships successfully sailed thousands of miles from New Zealand to Tahiti and on to Hawaii before arriving here, primarily using centuries-old methods of navigation. As remarkable as that feat is, though, the main purpose of their visit to California is not merely to celebrate the nautical expertise of the crews' forefathers, but to spread the word about the dire state of our oceans, and to inspire people they meet along their route to take action toward positive changes.

Local paddling clubs came out to show support for the vaka moanas when they came to the Bay last month.

"During our journey thus far," writes a fleet spokesman, "we've seen pockets of floating plastic and debris, litter strewn upon our beaches, and the most heartbreaking: a fin whale just off the shores of San Francisco, struggling as an entangled piece of plastic rope took hold deeper."

"Our Polynesian ancestors respected and cared for the sea. As we follow in their wake on our journey, we carry with us *Te Mana o Te Moana* (the spirit of the sea), as we venture forth raising awareness to help heal our ocean." These ornate, hand-crafted vessels are well worth a look, their Polynesian crews are friendly and fascinating, and their message is crucially important to us all. So if you're in the San Diego area, be sure to check them out during the city's Festival of Sail Parade, September 1 (10 a.m. - 1 p.m.) or at the San Diego Maritime Museum through September 5. (The fleet's highly informative website is www.pacificvoyagers.org.)

— *andy*

sailing to nova scotia

"May is too early for Nova Scotia." That was the reaction I got from a friend in Maine when I told him my wife Miri and I had been asked to help deliver a Hylas 70 from Annapolis to Halifax last spring. He'd sailed the area and was probably right. But we hadn't, and the opportunity might not come around again. Besides, what could possibly be colder than sailing on San Francisco Bay in the summer?

The Hylas 70 *Angkor Wat* was waiting for us when we arrived in Annapolis on May 1. Our friends Alan and Holly Sawyer had run the boat for her owners since they'd bought it new in 2007.

Angkor Wat turned out to be a fast and comfortable passage maker with all the latest bells and whistles. Our personal comforts included

continued on outside column of next sightings page



LATITUDE / ANDY

SIGHTINGS

nova scotia — cont'd

our own stateroom and head, A/C, daily showers and Holly's wonderful cooking three times a day.

It was great to see the Sawyers again. We'd first met them in the '90s when they and their two kids cruised their 65-ft steel cutter, *Local Hero*, from New Zealand to Sausalito — and eventually back. Since then they've spent many years skippering mega yachts in different parts of the world. Between assignments, they cruise their Norseman 447 in the East Med.

Angkor Wat — named for the ancient Cambodian temple where



Each waterfront village was more picturesque than the last.

the owners first met — was registered offshore, and since her U.S. cruising permit was nearly expired, we had to make haste toward Canada. Despite the 'too early' advice from our friend in Maine, we departed in warm weather and light winds which took us all the way up the Chesapeake to the CD (Chesapeake-Delaware) Canal, where we anchored for the night.

The next day was a delightful run down Delaware Bay under jib alone at eight knots. As evening fell, we rounded Cape May and spent the night reaching north to Long Island within sight of Atlantic City's bright lights.

After that . . . well, let's just say our friend might have been right about it being a bit early in the season for such a passage. On the third day, the wind turned cold and hard. We anchored at Block Island and ended up staying two days as a storm blew over. Both the wind and temperatures were in the 30s. Luckily, we had brought lots of cold weather gear, which we lived in for the rest of the trip.

Each day featured varying degrees of lumpy seas and stiff, chilly breeze, but they couldn't cool our enthusiasm as we passed all the magical places where American sailing has its deepest roots: Martha's Vineyard, Cape Cod, Provincetown, Nova Scotia, and so on.

The good news at Nova Scotia was that the seas and wind calmed overnight and a beautiful dawn with sunny skies greeted us in the morning. The bad news was, we had arrived in 'lobster alley', an area stretching as far as 30 miles off the coast where, if you don't watch where you're going, you're very liable to snag a float marking a lobster pot. But we can't complain too much as lobster became a big part of our diet in the following days.

In Nova Scotia we tied up in historic Shelburne Harbor, a port of entry and one of many picture-postcard towns in the area. Originally settled by British loyalists after the American Revolution, most of Shelburne's waterfront looks like a movie set. Locals told us there are more 18th century houses here than any other place in Canada. As tacit confirmation, our wooden boatbuilder friend Paul Gartside's house was considered one of the 'newer' homes in town, and it was built in 1820!

Then it was on to Lunenburg, home of the famous Bluenose schooners, and, finally, Halifax. We arrived at the latter destination on the coldest day yet, each of us able to do 'pot watch' for only about an hour at a time before retreating below to warm up.

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heroes

Lake Natoma.' So I asked him where he'd been headed and he said he was going from Loch Lomond to Martinez. 'What?!' I cried, to which he sheepishly replied, 'It was mild in Loch Lomond.'

The Coasties took Matt the Hobie sailor, whose pride alone was injured, off the Robinsons' hands about 40 minutes later and delivered him to Vallejo, leaving the Hobie afloat in the shipping channel. Mike and Diane resumed their trip, now in 25-30 knots with "nice steep chop show-



— cont'd

eling steady green water over the boat — everything in the boat was soaked. We got in around 7 p.m., very wet and tired.”

At last word, Matt reported to Mike that the boat had washed up west of Mare Island and he had plans to clean up the wreck. He also had the grace to apologize for inconveniencing them, as well as thank them for saving his hide. “That was one of the best cups of coffee I’ve ever had,” he told them.

— *ladonna*

nova scotia — cont'd

But again, being from the Bay Area, we were used to chilly wind. What we weren’t used to were 8-ft tides each day. Luckily we had good fenders, plenty of lines, and not much wind or surge to worry about.

We enjoyed several days of Halifax hospitality, some authentic Irish pubs, and a fascinating maritime museum with artifacts from the *Titanic*. We also visited the Bay of Fundy, Mahone Bay, and several nearby towns, each more picturesque than the one before.

After three weeks and over 900 miles, it was time for me to say goodbye as Alan, Holly and Miri continued toward Montreal and, eventually, the boat’s new home on Lake Michigan. I vowed to return to sail the area again . . . but only in the summer!

— *john skoriak*



Cold shoulder — (clockwise from below) Bundled up against the Nova Scotian cold; bashing through the Atlantic; the beginning of the trip gave the crew false hope for the rest of it; ‘Angkor Wat’ at rest; a Nova Scotian fisherman returns with his haul.



ALL PHOTOS JOHN SKORIAK

AMERICA'S CUP 34

After all the build-up for the America's Cup so far, it's hard to believe the America's Cup World Series finally got underway. Eight teams and nine boats raced in Cascais, Portugal, August 6-14. Hyped as a watershed week for the polarizing new format for the Cup, the venue unfortunately largely produced "it's never like this here" conditions. Rather than the more Bay-like conditions Cascais known for, the first day of racing had light air in the 3- to 5-knot range, and even rain!

Thankfully day 2 produced the goods and *Emirates Team New Zealand* carried the opening weekend with a win in both the Preliminaries fleet racing and the 500-meter time trial. In the latter, they averaged 23 knots, setting a tone for what would prove to be a show of force nearly all week long from the Kiwis.

ETNZ picked up right where they left off in the match racing seeding series later in the week, using superior boathandling to win just about everything throughout the week. After winning nearly all of the mini events throughout the week, the Kiwis were ultimately pipped for the match racing honors on the penultimate day of the regatta by *Oracle's* Jimmy Spithill.

But *ETNZ* skipper Dean Barker and his mates rebounded in the final fleet racing championship, successfully navigating a tricky race course strewn with holes. The holes left many opportunities for passing, and on the second lap of the race, Barker found enough of a breeze advantage to slingshot around the initial leader — none other than Spithill.

"For us it was fantastic," Barker said. "It was always going to be a very difficult race, as the breeze never really established. There were big holes in the race course, so it was about being at the right place at the right time."

Terry Hutchinson's *Artemis Racing* was also able to work its way up in the pack to a second place finish, after being deep

early. Spithill had to settle for third.

"The guys did an awesome job to battle us up into the race," Hutchinson said, after climbing back from mid-fleet. "It's probably the best we've gone in the entire regatta. It's a very good finish for *Artemis*."

If anything, the event reinforced that there are three main contenders — and no, one of them is not Ron Paul — *Oracle*, *Artemis* and *ETNZ*. This fact was pretty much universally agreed upon going into the event. But it also showed that among the dark horses, British skipper Chris Draper and *Team Korea* looked a hell of a lot better than anyone expected. They ultimately proved to be close to the level of Loïck Peyron's *Energy Team*. Time will tell if this translates to an interesting Louis Vuitton Cup, but the Asian Teams' presence is vital to the success of AC 34, given San Francisco's location on the Pacific Rim. Producing credible results early will no doubt help boost the chances of the Asian teams sticking around.

The Takeaway

Boats — The AC 45 proved to be everything it was promised to be — quick and responsive, meting out punishment for errors as readily as it rewarded total concentration and output. The differences in acceleration, and demands on the crew, produced numerous lead changes — a welcome relief from Cups of years past and a real challenge for some of the world's best sailors, just as it was billed to be.

Coverage — One of the central tenets of the new-look America's Cup is breaking new ground in the way the racing can be covered by television. And while it took a few days to get going at Cascais, the option of either a split-view of graphic and live images or the combination of the two overlaid on each other did finally come

to fruition. Although it wasn't as dazzling as expected, given that it was the first iteration, it indicated more good things to come from America's Cup Television (ACTV).

As there was no TV coverage of the event here in the U.S., or apparently in much of rest of the world, it was probably a very good thing that the organizers entered into a partnership with YouTube to provide a new twist on live video footage that came from the event, allowing both overlay views and also the option for viewers to get sailing-specific commentary or more generalized sports prattle. In Cascais, the latter seemed in many cases to resemble the former a little too much, but that will likely evolve in the future. The fact that ACTV is both employing these possibilities and forging partnerships with a company owned by the Bay Area-based Google would seem like a positive sign for

From left — Team Korea's Chris Draper showed that skiff sailors — he's a 49er ace — aren't far behind the multihull curve; China Team's Mitch Booth, a two-time Olympic medallist put China Team on the map in Cascais before leaving the team; Artemis' Terry Hutchinson had his guys in the top-three at the end.



— SAN FRANCISCO BAY

the profile of the event.

In other good news, the Versus network, which broadcast AC 32 in the U.S., will be covering the next few AC World Series events in the form of highlight shows. While not the live coverage we'd been hoping for, the reality is that it's better than nothing. Also worth noting, TVNZ will be covering the ACWS live in New Zealand, in addition to the highlight shows and *America's Cup Uncovered* — the weekly promo show created by the event, which signifies that the ACTV's efforts aren't falling on deaf ears.

Crowds — As for the shoreside spectators, estimates varied widely. Claims of 100,000 people along the waterfront were debunked by those on the ground, who estimated the crowds to be in the 10,000-

Spread — *Emirates Team New Zealand kicking butt; inset — skipper Dean Barker gives the crowd, and Larry Ellison, a bubbly shower after Sunday's race.*

to 20,000-range — on the weekends. Not the turnout organizers had been hoping for, but not a flop by any means.

On the Homefront

Great — One example of how the America's Cup is already stimulating the local economy, and creating connections to the sailing community, comes from *Latitude 38 Classy Classifieds* business advertiser Sue Rosenof's *AlphaboatGraphics*. Sue

sent us this note:

"My little bitty ad got me work from Oracle Racing — that's right! The guys from Oracle saw my ad in *Latitude* when they were sailing here in the Bay Area a few months ago, and they asked for some help with boat lettering for their AC45s. They were great to work for and it was a wonderful experience. *Latitude 38 rocks!*"

Not So Great — In an August 22 op-ed on the *San Francisco Chronicle's* website *SFGate*, writer John King took exception to

part of the waterfront plan for the AC 34. In particular, the plan to turn the waterfront of Rincon Park — the stretch of open bayfront between Piers 14 and 22.5 — into a megayacht "parking lot" for the duration of the Cup, and possibly beyond. While not anti-AC 34, the tenor of King's column is pretty negative.

King pointed out that the ACEA's proposed berthing would be in the form of a floating dock with the megayachts Med-moored to it.

"Come 2013, we could be confronted by a row of floating fashion statements, a wall of wealth dropping anchor for the better part of the summer," he writes "And it wouldn't be integral to the event, a la the America's Cup Village at Piers 27-29 or the team bases that would spill into the basin south of Piers 30-32. It would exist for the convenience of the privileged few.

"All this elicits a shrug from the draft environmental report. Yes, 'temporary berthing of large spectator boats' along Rincon Park 'would temporarily block expansive public views of open waters of San Francisco Bay.' But the visual impact is judged 'less than significant' since the Cup as a whole would attract people to the bay and expose them to a unique maritime activity."

He then goes on to talk about the development rights that the dredging would automatically grant for commercial marina development at both Rincon Park basin and the Brannan Street basin, per the Host City Agreement.

At face value, his argument, especially with regard to the post-Cup possibilities has some merit. Most sailors are, by definition, all about open space. And Rincon Park is a pleasant piece of it that provides a natural antidote to the clot of concrete, glass and steel that looms above.

But King's argument against the



ALL PHOTOS THIS PAGE: GILLES MARTIN-RAGET

AMERICA'S CUP 34

megayacht berthing seems spurious for a few reasons.

First and foremost, while Ellison and the ACEA may end up with development rights to those properties, future development of those areas is still subject to environmental review, which is in no way included with the Host City Agreement for the Cup itself.

King points out that the Rincon Park basin is the only one of 18 regatta-related sites that is "ranked 'very high' in terms of visual quality and sensitivity."

In essence, the Cup's EIR is pointing out that the likelihood of further development of those areas is about as far from a sure thing as a definitive "no!" So it would seem that his contention that "it's embarrassing that city negotiators left such a large loophole in an agreement focused on other sections of the waterfront," is just plain wrong.

If anything, negotiators have slowed it by making it come up for review as a matter of public record — *twice!* And that would sure seem to add some incentive for ACEA and Ellison to show the City its return on investment from AC 34.



ELLEN HOKE/WWW.ELLENHOKE.COM

As part of their community outreach, ACRM spent a day cleaning up beaches; here the Bay's Norman Davant gets into the act.

There are other fundamental issues with the whole megayacht hubub that will probably make the question moot long before it ever gets to that point.

First, there probably won't be a whole

lot of floating palaces here for the Cup, compared to the Auckland and Valencia events. The Bay is in kind of a megayacht "dead zone" along the West Coast (which compared to the North Atlantic and Mediterranean is a dead zone to begin with), roughly halfway between the Pacific Northwest and San Diego and Mexico. There just isn't much in the way of megayacht-type cruising grounds between these two areas. Even as Southern California's only offshore "destination," Catalina Island, for example, doesn't get much megayacht traffic.

And the Bay?

Well let's just say it's not very conducive to megayachting as its practiced in other parts of the world. As anyone who has sailed here knows, the larger the boat the smaller the Bay. There's very little navigable water for the various "destination" spots here like Tiburon and Sausalito. The Delta is not megayacht country, and once you're outside the Gate, there are few moorage options and cruising grounds in either direction. The Bay is gray and practically freezing

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— SAN FRANCISCO BAY

much of the time — unfortunately not so much of a bikinis and martinis climate for people accustomed to the caribbean. And there isn't any big game fishing.

With the exception of Pier One on Treasure Island, there isn't much existing berthing, not to mention dry-dockage to accommodate these boats for service and/or staging. ACEA is rumored to have looked at the Graving Docks in Richmond as a part of the solution, but just sail by them sometime, and judge for yourself how likely that is to happen.

If anything, King's op-ed should have focused on the absolute necessity of cold-porting the megayachts — which use tremendous amounts of electricity — that do end up on the temporary floating dock during the Cup (rather than making them rely on running their diesel generators 24/7). Another huge issue? blackwater management — getting the effluent straight to wastewater treatment rather than resorting to dump runs that might comply with the MARPOL treaty, but be at odds with the sensitive marine habitat in the Gulf of the Farallones and

down-current splendors of Monterey Bay.

There's also an entirely different aspect to the topic. If somehow wealthy individuals do bring large vessels here, the reality is that it might prove to be quite the attraction for both Bay Area residents and tourists alike.

That's if Larry Ellison and the ACEA were able to develop a harbor for the "ballers." A well-planned development could mitigate the impact on sightlines toward the Bay Bridge and Yerba Buena Island.

If it gets a breakwater, part of that



ELLEN HOKER/WWW.ELLENHOKER.COM

ACRM volunteers with the fruits of their labor.

structure could be a concourse or other pedestrian-friendly feature that would allow people to take in both the spectacle of the megayachts and the beauty of the Bay. And a new marina would likely have a decent economic impact by generating jobs for its construction, operation and usage.

— **latitude**/rg

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DELTA DOO DAH 3D

Who could have suspected that such a goofy-sounding event as the Delta Doo Dah would age as gracefully as the finest Bordeaux? OK, maybe more like a decent boxed wine, but still, the week-long rally from San Francisco Bay to the Delta just seems to get better and better every year.

"Best Doo Dah ever," enthused three-time vet Jay Hickman of the Islander 36 *Zorza* when asked how the third running of the event stacked up with the previous years. That was a common sentiment with the crews from the 20 other veteran boats who joined the Delta Doo Dah 3D, though they couldn't always put their finger on exactly why.

Maybe it was the hearty welcome the fleet of 50 boats received at each of the official stops. Or perhaps it was all the great prizes donated by generous sponsors. Or it could have simply been the excitement and entertainment that comes from bringing together 120 sailors who all want the same thing: to have a little fun in the sun.

Delta Doo Dah 3D kicked off the evening of July 29 at Berkeley YC,

where skippers and crew got the chance to get to know each other, swap a few stories and dip into some of the mouthwatering pulled pork whipped up by vets — and BYC members — Erik and Brian Jones of the *Glastron Spirit 28 Sizzle*. Berkeley Marina graciously hosted a number of Doo Dah'ers who had brought their boats over in preparation for the following morning's photo op/start.

Aya Camps-Romero, 2, shows off her 'ink'.

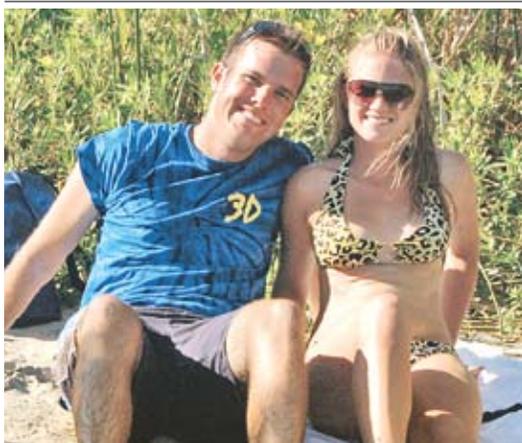
As has been so typical of this summer, the morning of July 30 dawned gray and gloomy but almost as soon as the fleet sailed under the Richmond Bridge at around 11 a.m., the skies cleared and the wind filled in enough for some brisk — yet smooth — sailing all the way to the event's first official stop: Vallejo YC.

Having a century's worth of experience fitting hundreds of boats into their snug harbor, VYC members neatly tucked the fleet in between rows and called everyone up for dinner. After an in-depth skippers' meeting — during which guest speakers Chris Lauritzen talked about

getting around in the Delta and James Muller with the San Francisco Estuary Partnership offered everyone anchored in Potato Slough on Wednesday a free holding tank pump-out, and tons of prizes were handed out — the tables were cleared and the dance floor filled. Some revelers enjoyed the club's relaxed bar hours until the wee hours, making the next morning's early wake-up call a bit of

a headache . . . in more ways than one.

With a 40-mile day lying ahead, coupled with an early switch in the current, the fleet was ready to break the raft-up at 9 a.m. — though some crewmembers were noticeably less perky than others. Their spirits were soon lifted as the wind picked up and the marine layer cleared, making for one of the loveliest sailing days many had had in a long



PATRICK WILKINSON



ALL PHOTOS LATITUDE / 'DOODETTE' LADONNA UNLESS NOTED



MITZI CARTER

— BETTER THAN EVER

time. Though some were worried about making it to Owl Harbor Marina by the time the 'Welcome to the Delta' party was scheduled to start at 6 p.m., nearly every boat was settled in before the band even started tuning up.

Owl Harbor Habormaster Devery Stockon and her crew went all out to welcome Doo Dah'ers, going so far as to relocate some tenants in order to fit the

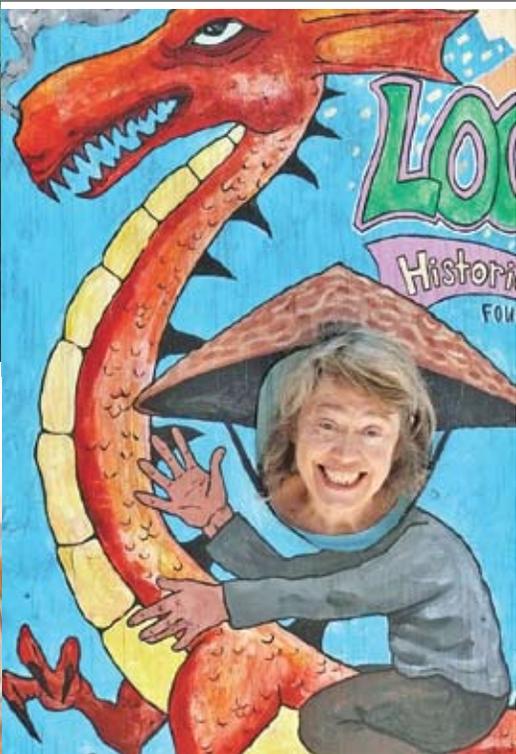
fleet. But it only got better from there, as everyone found out when they walked down the levee to a big tent and a free Mexican buffet. If that weren't enough for the crowd — and it would have been since we all know that the best way to earn a sailor's heart is to give him free food — Devery gave away prizes and then introduced a killer blues band that kept the house rockin' for hours.

As the sun rose Monday morning, this Doodette found herself being interviewed by the effervescent Bethany Crouch from *Fox 40 Live*, a Sacramento morning show. During one segment, Bethany wanted to illustrate some of the maintenance boatowners have to perform, so she gamely rode a bosun's chair up the mast! (You can see all the segments at www.facebook.com/latitude38.)

Many were loath to leave the comforts of Owl Harbor, especially after being



ERIK JONES



Doo Dah Debauchery — (top row, l to r) Eric from 'Odyssey' and Stephanie from 'Tazman' get acquainted; turns out that 50 people, two dogs, two cats, seven guitars, one bass, one keyboard and a full drum set fit on the bow of 'Buffalo Spirit'; the fleet rafted at the six-slip Sugar Barge; Patrick from 'Reality Cheque' gamely went up the mast to get the potluck's money shot; (middle row) skurfing in Potato Slough; Bruce & Katherine from 'Carousel' enjoyed a romantic sunset; Mari from 'Jolin' goofed around at Locke; Robbie caught several fish aboard 'Buffalo Spirit'; (bottom row) moonrise at Bedroom 2; "Not in my beer, dude!"; Andrew from 'Reality Cheque' really shredded it up with the Potato Slough Jam Band; the kids couldn't let the old guys have all the splashy fun.



JOE HELFAND

TARA PEARCE



Katherine and Peter.

DELTA DOO DAH 3D

treated to a complimentary pancake breakfast (see earlier statement about hungry sailors), but the time had come to move on to what's become a Doo Dah tradition: the Bethel Island Beach Party.

After the fantastic welcome the fleet received at Owl Harbor, folks wondered how their week could get any better. Enter Bethel Island's Peter Yates and his mad-cap crew of partythrowers. As the fleet approached this year's new Bethel Island destination, Sugar Barge Resort & Marina, Peter deftly packed everyone in like those stinky little fish.

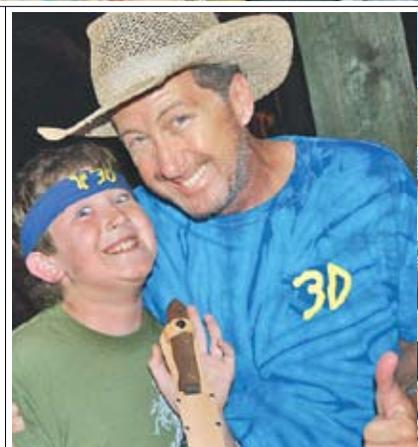
The mood was festive and many crew members hopped a ride aboard a WWII-era bridge tender to a small beach on Franks Tract, where Peter's vivacious fiancée Katherine greeted them. Folks took turns buzzing around on Sea-Dos, wakeboarding behind speed boats, testing their balance on paddleboards or just drinking up the sun (not to mention the rum drinks Katherine and her helpers handed to every over-age arrival). "I didn't do the Beach Party last year," said one Doo Dah vet, "and now I really regret it. This was a total blast!"

Just about the time the last boat full of partiers returned, Sugar Barge started serving mouth-watering tri-tip dinners, followed by locals and Doo Dah'ers alike getting up to sing karaoke, play instruments, and generally make a delightful ruckus.

Tuesday was the first of three 'free days', a time for Doo Dah'ers to do a little exploring on their own. While most of the fleet — about 30 boats — followed this Doodette to Potato Slough, a handful accompanied Doodette Christine Weaver



Jay Hickman showed real 3D spirit by sailing 'Zorza' the entire trip.



2011 Delta Doo Dah 3D Participants

+ = Sailing singlehanded; * = Soul Sailor, having sailed the entire course

Annie	Sprague Cutter 33	Jeff & Annie Cook	Sacramento
Aquavit	Swan 36	Bruce & Gail Sinclair	Vallejo
Ardea	Tartan 37	Jim & Georgianne Boissier	Fremont
Autumn Wind	Catalina 34	Brian Plautz & Elizabeth Kline	Reno, NV
Because...	Jeanneau 45 DS	Tim & Rhonda Shea	Napa
Bravo Zulu	Downeast 33	Conrad & Majel Arnold	Sacramento
Buffalo Spirit	Brewer 46	Ruben & Robbie Gabriel	Vallejo
Bumpy	C&C 40	Rich & Shawn Wideman	Novato
Calaveras	Explorer 45	David Lyon & Angela Aragon	Woodside
Carousel	Pearson 35	Bruce Smith & Katherine Jones	Los Gatos
Dasha	Ericson 30	Franz & Margo Vandercappellan	Roseville

+Family Naut	Hunter 31
Final Call	Catalina 30
Gitana Vela	Mariner 31
Goose	Catalina 30
Gute Fahrt 2	Hunter 31
Hapa Girl	Contour 34 tri
Holiday	Cal 36
Hotel California	Catalina 375
'ilohale	Hanse 341
Jolin	Nonsuch 30
Kyra's Joy	Catalina 36
La Vida	Catalina 320
+Left of Center	Cheoy Lee 30
Liberté	Kaufman 47

Grant Du Plooy
Don & Cathy Mibach
Bruce Allen & Karen Mentzer
Mike & Lorianna Kastrop
Tom Shuster & Jan Stockon
Greg Mitchell & Byung Choung
Mike & Diane Robinson
Michael & Linda Stafford
Gary & Nancy Ryan
Joe Helfand
Peter & Georgianne Pillsbury
Michael & Joan Mellon
Dan Potash
Dave & Juliana Rosenberg

Walnut Creek
San Francisco
Sausalito
Redwood City
Rio Vista
Burlingame
Orangevale
Bodega Bay
Greenbrae
Alameda
Scotts Valley
Santa Cruz
Berkeley
Los Altos



Doo Dah Debauchery — (top row, l to r) Eric from 'Resolute' and Patrick give a victory leap after winning the dinghy race; chillaxin' Doo Dah style; four boats and a dozen dinghies rafted up for the potluck; Brian cools down behind 'Sizzle'; Ruben grilled up the appies on 'Buffalo Spirit'; (middle) newlyweds Tara and Alex Pearce go for a joyride; Julia loved wearing her prize on 'Liberté'; David and Angie were late to arrive at VYC because they sailed 'Calaveras' up from the South Bay; (bottom) Jim and Georgianne brought their teenage granddaughter and niece (not shown) aboard 'Ardea'; Ian and Tim Shea from 'Because...' went crazy over the 'killer' knife they won; Annie from the aptly named 'Annie' enjoyed Owl Harbor's pancake breakfast; Stacey from 'Scarlett' was delighted to win a copy of 'The Pirate Potato Cannon'; John, Alisa and Elani — and their four-legged crew — were back for the third time aboard 'Volaré'.



- | | | | |
|--------------------------|------------------------|-------------------------------------|---------------|
| Little Miss Magic | Gemini 105 | Ted & Judy Lord | Discovery Bay |
| Lucy! | Beneteau 343 | Roy & Barbara Johnston | Santa Rosa |
| Mai Pen Rai | Islander 36 | Noble & Barbara Brown | S. Lake Tahoe |
| +Nenya | PS Orion 27 | John Yannotti | Forest Knolls |
| Odyssey | Bristol Channel Cutter | Wayne & Karen Edney | Cameron Park |
| Oli Kai | Seawind 1000 | Eduardo Camps-Romero & Mitzi Carter | Alameda |
| Prime Time | MacGregor 26 | Edward & Elizabeth Dietz | Merced |
| Reality Cheque | Beneteau First 35s5 | Kevin & Lori Wilkinson | Woodside |
| Resolute | Hunter 33 | Jason & Eric Kopps | Alameda |
| Scarlett | Tartan 30 | Eli Myrick & Akio Omori | Oakland |
| Seascape | Passport 37 | Roger & Michelle Ballew | Vallejo |
| Shrimp Louie | Cal 2-29 | Alex & Tara Pearce | Sausalito |
| Sizzle | Glastron Spirit 28 | Erik & Brian Jones | San Francisco |
| Solace | Jeanneau SO 45.2 | Spencer & Laura Borg | Danville |

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| Tazman | Ericson 32 | David & Ruth Sawyer | Napa |
| TNT | Aries 32 | John & Christopher Mann | Greenbrae |
| Volaré | Hunter 30 | John & Alisa Cassero | Berkeley |
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DELTA DOO DAH 3D

up Georgiana Slough to Walnut Grove, and even more adventurous souls set off on their own.

Those in Potato Slough's Bedroom 2 were treated to free holding tank pumpouts on Wednesday, then later converged on Ruben and Robbie Gabriel's Pan Oceanic 46 *Buffalo Spirit* for a pot-luck. We stopped counting the bodies after 50 people boarded to chow down, visit with new friends they had yet to meet, and listen to the Potato Slough Jam Band, which included an electric guitar, bass, keyboard, harmonica and full drum set!

It's funny, but the days in Bedroom 2 seem to pass very quickly — one minute you're sharing your morning tea with some neighbors, the next you're in an epic water battle followed by an even more epic sailing dinghy race (a race won by the doublehanded team of Eric Kopps, 14, from *Resolute* and Austin Borg, 13, from *Solace*). The next thing



The Doo Dah kids loved zipping around Franks Tract at the Bethel Island Beach Party.

you know, you're wondering how it got to be Friday morning already.

But Friday it was — the last day of the Doo Dah. The cooling winds that had kept everyone from overheating the rest of the week evaporated, forcing the thermometer to peak around 100° by the time the fleet arrived at the always-

friendly Stockton Sailing Club.

Doo Dah'ers were greeted by helpful chase boats guiding them in, air conditioning in the bar, and plenty of ice cold drinks. A kayak race was organized for 14 of the more energetic folks, who earned *Latitude 38* hats as a reward. But the real celebration started a little later with SSC's famous BBQ dinner and the Doo Dah Hoopla. Live music, dancing and prizes galore ended the Delta

Doo Dah 3D in style.

As it is every year, Saturday morning's dispersal of the fleet was a bitter-sweet affair. But hopefully everyone was left with happy memories of a fantastic week in the sun. We'd like to think that, much like a 1999 Chateau Le Pin Pomerol, the Doo Dah "leaves a lasting taste and a lingering sensation."
— *latitude/ladonna*



Doo Dah Host



Thank you for visiting us during the Delta Doo Dah 3D!

Hope to see you again ~ Devery, Captain Jack Sparrow, Javier, Kurtis, Luis

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LIFE-CHANGING LANDFALLS —

"Our long passage to French Polynesia was rewarded by incredible beauty when we arrived at Nuku Hiva," recalls Robbie Baxter of the Australia-based Orana 44 *Catwagon*. "The entrance to



IB SVANE

Just for the record, Aussie Yadranka Svane of the Hans Christian 38 'Aeolus' strikes a pose at latitude zero.

the bay was amazingly dramatic, with two giant rocks guarding each side of the entrance — just an awesome sight. And the bay was surrounded by rugged, lush, green mountains."

After enduring any extended ocean passage, making landfall is almost always exhilarating. But completing the crossing from the West Coast of the Americas to French Polynesia — a minimum of 2,800 miles — is a particularly

Doug Scott of 'Moondance' finally got to hoist the courtesy flag in anticipation of his Marquesan landfall, after 15 years of pipedreaming.



CARLA SCOTT

good cause for celebration. Because, as veteran circumnavigators know, that's the longest patch of open water a sailor has to face when rounding the globe via the tropics.

Knowing that, we expend lots of time and ink every year celebrating the springtime migration of each new fleet of westbound cruisers, whom we like to call Pacific Puddle Jumpers. Ever since coining that phrase many years ago, we've been co-hosting PPJ Sendoff Parties with the Vallarta YC, at Nuevo Vallarta's Paradise Village Resort, and in recent years also with the Balboa YC on the Pacific side of the Panama Canal.

During the past few seasons, boats that registered with us have been eligible for a special low-cost package that includes clearance in and out, immigration bond exemptions (a substantial saving of time and money), and duty-free fuel access as soon as they arrive in the Marquesas. Now that the word is out about these 'bennies' our Puddle Jump rally has drawn entrants from dozens of countries — 193 registered this year.

We should be clear that unlike the Baja Ha-Ha or the ARC, this is a rally in the loosest possible terms, as boats leave from many different places at different times throughout the spring. But they share tips through seminars before setting out, and keep in touch en route via radio nets. Upon arrival, many Jumpers meet face-to-face for the first time at the Tahiti-Moorea Sailing Rendezvous, which we put on with the support of several Tahitian partners. (See our report in the August edition.)

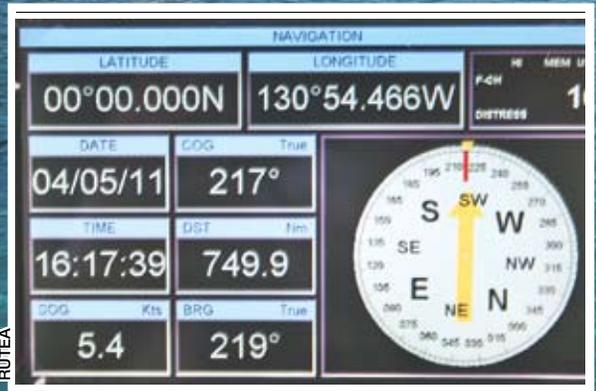
We weren't able to study the experiences of every crew that crossed this year, but the consensus seems to be that 2011 was a mighty fine year to make the jump. Generally speaking, many boats enjoyed good sailing breezes in the 12- to 20-knot range most of the way across, except within the Intertropical Convergence Zone (ITCZ). And — whether by luck or smart planning — many boats found the Zone was relatively narrow where they crossed it, thereby ex-

posing them to relatively short periods of squalls and/or dead air. We're happy to report also that there were no mid-ocean rescues this season, whereas last year there were two that we know of.

At least a half dozen boats left La Cruz, on Mexico's Banderas Bay, on the

"We had a storybook crossing. It was much easier than I anticipated."

same day in late March, and as Neal Schneider of the San Diego-based Contest 48 *Rutea* describes, "We had a storybook crossing. It was much easier than I anticipated. Before we actually 'jumped', I was bracing myself for everything from gales to slatting sails. While we did have short periods of no wind in the doldrums (ITCZ), we had fantastic sailing almost everywhere else. If I had to say what



RUTEA

PACIFIC PUDDLE JUMP RECAP

surprised me the most, it would be how much I enjoyed the terrific sailing."

New Zealanders Jo and Rob Woollacott left La Cruz two weeks later aboard their home-built 42-ft ketch *Blue Moon*. "We thought we would have doldrums and/or Convergence Zone for days," says Jo, "but we only had a few hours without wind, and a day of squalls in the ITCZ. We know it is all just luck, but we were happily surprised by our weather." They made the trip in an impressive 18 days.

Although no two boats ever experience identical conditions, this year those who stayed longer in the northern hemisphere reported better winds and less sloppy sea conditions than those crossing via the Galapagos, who were typically south of the equator for their entire trip.

Spread: The only time you'll find so many boats in a Tahitian bay is during our annual Rendezvous in Moorea. Insets: Proof of 'Rutea's equator crossing; Fun-loving kids like Francois of 'Calou' (front) always make friends quickly.

As you'll read, the half-dozen boats that crossed from Hawaii this year — which is relatively uncommon — had a challenging crossing, to say the least, with winds forward of the beam for much of the 2,500-mile trip.

As always, the preconceived expectations of many crews differed from the reality of their crossing, sometimes for the better, sometimes for the worse.

"It was much calmer, relaxing and more enjoyable than I thought it would be," reports first-time ocean-crosser Monica McKaskle of the Hawaii-based Easton 40 cat *Savannah*. "The seas really weren't that big and scary."

"I thought three weeks of night watches would be tough," admits Chet Chauhan, skipper of the San Francisco-based Beneteau First 38s5 *Sudden Stops Necessary*. "But we quickly settled into



REALITY

After 13 years of cruising San Franciscans Vaughn and Sharon Hampton of 'Reality' have learned many 'survival techniques.'

a routine. I was surprised I enjoyed the ocean crossing experience so much, and I'm looking forward to the next one."

"We were surprised at the lack of other vessels en route," recalls Australian Mike Drury of the Fremantle-based IP 420 *Fully Involved*. "We only saw one fishing boat in 24 days and no yachts. There was also a distinct lack of sea life except for birds and the one school of fish we encountered."

"For some reason, we pictured that crossing the doldrums would entail cocktails with umbrellas, and getting lots of jobs done because we'd be in such calm seas," says Shelly Heaslip of the Gulfstar 68 *Imagine* (which is based in Hawaii, but departed from Mexico). "As it turned out, we really didn't experience much of a change in sailing conditions. Most of the squalls were north of the equator and the swell was a continuation of a somewhat confused sea which basically hit us on the beam the whole way."

As is typical year after year, more boats left from Puerto Vallarta and Panama (many of these passing via the Galapagos) than from elsewhere. But others jumped off from a variety of other West Coast locations. "We left Cabo San Lucas," explains Carla Scott of the Albuquerque, NM-based Tayana 42 *Moondance*, "hoping the winds would be in our favor



MEREKAVA

MOONDANCE

LIFE-CHANGING LANDFALLS —

and let us sail to the Gambiers (archipelago). They weren't, so we changed course and headed to the Marquesas. Good choice — we loved Nuku Hiva!"

With this year's generally moderate conditions, the strain on crews was arguably less than in some years. But any way you slice it, crossing 3,000 miles of open water is a long, long trip. "I was surprised at the monotony of the voyage," says Diana Hudson of the Denver-based Shin Fa 45 *Zephyr*. "It was a test not only of the gear on board, but also of the human spirit."

Misery at sea is relative, however. The San Francisco-based Valiant 37 *Reflections* was one of the Hawaii contingent: "Neither of us believed it would be as rough as it was," admits Sheri Seybold.

"It was a wet and wild trip. In fact, this passage has been added to our list of Passages We'd Rather Not Do Again. On

"It was a test not only of the gear on board, but also of the human spirit."

the bright side, we averaged 5.49 knots! That's a pretty respectable speed for two old sailors that hadn't made a long passage in seven years."

Regardless of which year you set sail, just about any major ocean crossing tends to be a series of highs and lows. This year's migration to French Polynesia was no different. Under the heading of 'lows', Bill Campbell and Benita Richardson of the Van de Stadt 44 *Alcheringa II* had some of the worst luck in the fleet. Four days after leaving the Galapagos they were booming along en route to Easter Island when they heard "an almighty bang!" The toggle at the upper end of their forestay had failed. Luckily, jib halyard tension kept the rig up, but the couple was forced to abandon their dreams of seeing the curious monoliths of Easter Island, and instead headed



PHAMBILI



MERKAVA



NEW MORNING

Clockwise from upper left: Looking for landfall on 'Phambili'; Dolphins off the bow of 'Merkava'; Neptune slays a mermaid aboard 'New Morning'; shellbacks pop the champers on 'Sarah Jean II'; equatorial silliness on 'Savannah'; Corie picks a tune aboard 'Rutea'; 'Infini's big catch; swimming with tame rays at Moorea.



ANDY MCKASKLE / SAVANNAH



INFINI

PACIFIC PUDDLE JUMP RECAP

straight to Tahiti for repairs. "Now we are creeping along at about 3 to 4 knots — walking speed — with about 3,200 miles to go 'til we get a break!" Benita wrote in her blog. Fortunately, the wind angle to Papeete was close to dead astern, so they were able to limp along successfully under main alone, finally arriving after 34 days at sea.

Having sailed far and wide during their 16 years of cruising, Rob and Jo Woollacott are certainly the among most experienced cruisers in this year's fleet. But that didn't make them immune to bad luck. At some point during their passage, Rob jumped overboard to tighten an overly-active rudder bearing

and was stung by a potentially deadly Portuguese man-of-war. As Jo explains, he recovered after downing "massive doses of vitamin C and antihistamines."

Other lows? *Moondance*: "Trying to avoid a big squall that chased us around all night. We were soaked and exhausted when it finally passed us." *Narama*: "A couple of squally days where we constantly had to change sails, or furl and unfurl the jib to deal with the wind changes. It seemed like it would never end." *Savannah*: "Trying to keep up with the energy of a five-year-old on a boat for 21 days."

Calou: "About a week after leaving Mexico our 12-year-old son, Antoine, tried to free something from the freezer by chipping at the ice with a sharp knife, and he pierced the evaporator. Also, *twice* having to physically remove the (full) holding tank and dump it overboard when it refused to empty itself." *Champagne*: "Low points were when repairs caused us to think the voyage might have to be abandoned." They'd intended to cross directly from Long Beach, but had to divert twice to make a variety of repairs (see table on page 102).

When a crewmember aboard *Imagine* was asked why she would want to make this crossing more than once, she aptly observed, "It's like childbirth: You forget." Fortunately, with time most sailors tend to forget about the low points, while the highs remain etched in their memories.

"The star gazing at night was definitely a high point," says Canadian Heidi Krajewsky of the Victoria, B.C.-based Brogla 33 *Narama*. "Another was catching a large tuna and seeing a sperm whale."

"For us, the high point was when we found out we are competent sailors!" says Krister Bowman of the San Francisco-based CS36 *Britannia*. He and his wife Amanda had only been sailing for two years before entering the cruising life last fall. (See last month's *Sightings*.)

"For us the highlight was reaching the most remote islands in the world — Pitcairn and Easter," recalls Noel Parry of the Australia-based Aleutian 51 *Pyewacket II*.

"The awesome moonlit skies and many glorious rainbows were a delight, as were the many gorgeous sunrises and sunsets," remembers Robbie of



Catwagon. "We experienced great sailing in 20-knot winds and flat seas near the equator, but actually crossing it was the highest point for us, as it was a first."

Not only is an equator crossing the ultimate mid-ocean milestone of such a trip, but it gives crews a much-needed excuse to take a break from their usual routines to celebrate and/or get a little silly. Those who've crossed before (called shellbacks) typically perform good-natured initiation ceremonies on first-timers (called pollywogs). Every fun-loving crew had a variation on the ritual, from smearing ketchup or shaving cream in the hair of pollywogs, to dressing in full costume and sharing a toast with King Neptune (or Poseidon, depending on your favorite version of ancient mythology).

The veterans aboard *Blue Moon* initiated their neophyte crewman, Colin, by dressing him in "a skirt made from the

"For us, the high point was when we found out we are competent sailors!"

finest seaweed; he was crowned with urchin spines and adorned with a fresh squid necklace."

The Powell family aboard the Tiburon-based Jeanneau 45 *Calou* got into the act by sharing cake and champagne with Poseidon, then swimming around the boat. Sixteen-year-old Francois and crewman John Thompson actually swam over the equatorial line, as did the crew of *Sudden Stops Necessary*, all three of whom were pollywogs. Their self-initiation ceremony may have been the most elaborate in the fleet, as friends had supplied them with



SARAH JEAN II



SAVANNAH



RUTEA

2011 PACIFIC PUDDLE JUMP PASSAGE DATA

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

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
<i>Alcheringa II</i>	Van de Stadt 44	B. Campbell & B. Richardson	Edmonton, AB	Galapagos 5/25	Papeete 6/27	34	3,815	N/A	120 hrs	180	37	25 k	3	forestay toggle, autopilot, gooseneck, backstay frayed
<i>Blue Moon</i>	Woollacott 45	Rob & Jo Woollacott	Devonport, NZ	PV 4/9	Hiva Oa 4/28	18	2,814	128W	4 hrs	175	117	25 k	3	Windex failed (booby), rudder fitting
<i>Britannia</i>	CS 36	Krister & Amanda Bowman	San Francisco, CA	PV 4/9	Nuka Hiva 4/29	19.5	3,000	130W	0 hrs	175	100	< 35 k	0	autopilot belt, torn spinnny clew
<i>Catwagon</i>	F-P 44	Neville Slee & Robbie Baxter	Port Adelaide, AUS	San Diego 4/10	Nuku Hiva 5/11	22	3,200	133W	36 hrs	160	85	35 k	0	spinnaker blowout, leaks
<i>Champagne</i>	Beneteau 42	Clark Hamm & Marga Bakker	Long Beach, CA	Cabo 5/19	Nuku Hiva 6/12	35	3,835	134W	91 hrs	161	97	36 k	5	watermaker, AIS, SSB, autopilot, generator, holding tank, engine, stove
<i>Calou</i>	Jeanneau 47	Powell family	Tiburon, CA	PV 3/25	Fatu Hiva 4/18	23	2,881	128W	30 hrs	154	92	40 k	0	radar, refrigeration, holding tank
<i>Don Quixote</i>	Lagoon 380 cat	Conger family	Seattle, WA	La Paz 4/10	Hiva Oa 5/9	22	2,642	152W	5 hrs	152	74	30 k	1	SS tang, spinnaker hardware
<i>Fully Involved</i>	Island Packet 420	Mike & Jan Drury	Fremantle, AUS	Ensenada 3/8	Nuku Hiva 4/2	26	3,466	133W	42 hrs	191	95	40 k	3	tear in mainsail, voltage regulator
<i>Georgia J</i>	Passport 47	Kim & Sharon Barr	Tiburon, CA	San Diego 4/5	Hiva Oa 4/25	19.5	3,000	135W	200 hrs	208	100	38 k	0	lost nut, dropped lower shrouds, polluted water & fuel, generator
<i>Imagine</i>	Gulfstar 68	David & Shelley Heaslip	Hilo, HI	La Paz 4/17	Hiva Oa 5/6	19	N/A	129W	75 hrs	189	117	25 k	3	blown gennaker & jib, broke outhaul, hydraulics, fridge
<i>Kite</i>	Valiant 42	Jack & Zdenka Griswold	Portland, MN	Galapagos 4/29	Hiva Oa 5/17	18	3,055	N/A	45 hrs	196	138	25 k	N/A	none
<i>Madrona</i>	Tayana 37	O Caddy & C O'Donoghue	Edmonds, WA	Cabo 5/9	Hiva Oa 6/17	38	3,000	130W	22 hrs	147	-7	37 k	N/A	control line on Monitor vane
<i>Merkava</i>	Fraser 41	Mark & Yuka Aisbett	Vancouver, BC	Manzanillo, MX	Hiva Oa 4/12	25	2,986	131W	140 hrs	162	82	25 k	6	voltage regulator, halyard parted
<i>Moondance</i>	Tayana V-42	Doug & Carla Scott	Albuquerque, NM	Cabo 4/6	Nuka Hiva 4/28	22	2,804	129W	34 hrs	168	96	32 k	5	halyard, jib stitching
<i>Narama</i>	Brolga 33	S Anstee & H Krajewsky	Sydney, AUS	Galapagos 4/14	Hiva Oa 5/8	25	2,941	90W	16.3 hrs	155	84	30 k	1	mainsail stitching
<i>Nicone</i>	Contest 41	Peter & Leena Baeni	Helsinki, FIN	Galapagos 4/22	Fatu Hiva 5/15	23	3,132	87W	77 hrs	161	75	22 k	0	topping lift, roller bearing
<i>Pyewacket II</i>	Aleutian 51	Noel & Jackie Parry	Jervis Bay, AUS	Galapagos 2/?	Easter Is	16	2,200	86W	36 hrs	204	50	N/A	3	reefing block exploded
<i>Reflections</i>	Valiant Esprit 37	Gene & Sheri Seybold	San Francisco, CA	Honolulu, HI 4/27	Manihi, Tua 5/16	19	2,509	143W	35 hrs	158	107	46 k	0	leaks, leaks, leaks!
<i>Rutea</i>	Contest 48	Schneider / Sandven family	San Diego, CA	PV 3/23	Hiva Oa 4/10	18	3,076	130W	36 hrs	166	128	< 30 k	N/A	none
<i>Sarah Jean II</i>	Saga 43	Norm & Beth Cooper	Vancouver, BC	PV 3/19	Hiva Oa 4/7	19	2,806	131W	79 hrs	182	100	25 k	N/A	main halyard chafe, whisker pole
<i>Savannah</i>	O Easton 40 cat	Andy & Monica McKaskle	Hilo, HI	PV 3/17	Hiva Oa 4/7	21.5	2,920	130W	50 hrs	188	30	30 k	3	autopilot belt broke
<i>Shango</i>	Pac Seacraft 40	Amy Jordan & Roger Block	Newburyport, MA	Galapagos 3/18	Fatu Hiva 4/8	21	3,075	88W	44 hrs	177	80	30 k	0	none
<i>Sudden Stops Nec</i>	Beneteau 38	Chet Chauhan	San Francisco, CA	PV 3/23	Nuku Hiva 4/15	23	2,900	131W	65 hrs	170	95	30 k	10	rudder play
<i>Tomboy</i>	Alajuela 33	Tom & Janis Bell	Nogales, AZ	PV 3/16	Nuka Hiva 4/8	24	2,975	30W	55 hrs	145	86	35 k	0	Aries gear slipped
<i>Zephyr</i>	ShinFa 45	Bill & Tracy Hudson	Denver, CO	PV 4/9	Nuku Hiva 5/6	27	3,208	130W	51 hrs	150	65	45 k	N/A	roller furler bearing, chafe, vang blocks



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PACIFIC PUDDLE JUMP RECAP

a full kit of accessories before they set sail. It included: "instructions, costumes, champagne, diapers, snacks, and a framed, custom-made equator crossing certificate. We will never forget that day!" insists Captain Chet.

Even after crossing the equator (typically around longitude 130° W) there's still a lot of ocean to cover before making landfall. We won't bore you with details of all the breakage that can

"I remember the wet, smoky smell of land from several miles away."

happen out there. But we can't resist sharing this report from our charming Austrian friend Helmut Supper of the Jeanneau 37 *Anna X*: "We had lots of damage. The first *vorstag* breaks at its base to the ship, the *genuafall* breaks,

blister and *genua* get a bright cut. On the last day also the second *vorstag* was broken. We made the last 60 miles to Hiva Oa with the engine." And you thought you had problems!

Whether limping into the anchorage under torn sails, sputtering in under engine power, or blasting in under spinnaker, making landfall after so many days at sea almost always yields special memories.

We asked fleet members if they recalled the feelings they had at the time: "Elation, excitement, satisfaction, as well as some incredulity that we sailed all that distance," says Jack Griswold of the Maine-based *Valiant 42 Kite*. "I remember the wet, smoky smell of land from several miles away, and a tiny feeling by 'one of us' that we weren't quite ready for it to end."



YADRANKA SVANE

Is *Ib Svane* being chased by pirates? No way. They're just friendly Polynesian paddlers using 'Aeolus' as a 'pace car' for their workout.

"Our nerves vibrated for days," recalls Toast Conger of the Seattle-based Lagoon 38 *Don Quixote*. "I found myself getting landsick when I climbed out of the dinghy the first time."

"We saw Nuku Hiva in the distance at sunrise. It was like a dream come true," says Tom Bell of the Arizona-based *Alajuella 33 Tomboy*. He and his wife Janis bought the boat in '84 and their South

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LIFE-CHANGING LANDFALLS

Pacific charts in '85, but, "life got in the way" of making the trip before now.

Crossing the Pacific to the fabled isles of Polynesia is a dream shared by thousands of sailors all over the world. If you count yourself among them, you may be interested to hear some advice from these 'newly experienced' passage-makers:

Sudden Stops Necessary: "Get a self-steering windvane. Monty, our Monitor windvane steered the boat all the way with no failures and drew no amps!"

Champagne: Consider hiring an exorcist to minimize the breakdown demons! Carry every spare part and tool possible, and make sure people are on board who know how to use them."

Don Quixote: "Wrap your citrus in aluminum foil. And only buy dark panties for all the ladies on the boat."

Anna X: "Forget your provisioning plans, bring as much beer and Tetra Pak



NEW MORNING

That lyrical reminiscence is an apt place to end our little recap. As you read this, most of the 2011 fleet has now sailed beyond French Polynesia to the Cook Islands, Samoa and Tonga. And the discovery of each amazing new landfall undoubtedly brings adjustments to their original game plans, that is, if they were silly enough to make schedules in the first place.

For adventurous sailors, the Pacific islands comprise one of the planet's most spectacular playgrounds, and making 'the jump' is only the beginning of a bounty of life-altering discoveries. We wish the Puddle Jump Class of 2011 the best of luck as they journey onward.

— **latitude/andy**

For more info on the annual PPJ rally, visit www.pacificpuddlejumps.com. Online registration for the 2012 crossing will begin in December.

The primeval topography of the Marquesas make landfalls there unforgettable. Many Jumpers first meet in such anchorages.

wine as you can. Both are expensive in the islands."

Merkava: "Do it! It is sooo much better than I could have ever imagined. Being out there, and then living here among all these gorgeous islands and friendly local smiles. Every day is a new and exciting adventure, exploring and expanding our understanding of this new world, both above and below the surface."

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ZEN SAILING

While we were Zen sailing the Olson 30 *La Gamelle* on the Richmond Riviera, the second of the four Zen circuits on San Francisco Bay, the wind died just after we rounded the northwestern end of the Richmond Harbor jetty. Temporarily unsure of what to do, we recalled a bit of Eastern wisdom: "We cannot see our reflection in running water, only in still water."

So we looked over the side. Apparently we haven't achieved enlightenment yet, because all we saw was opaque green-brown water. It looked pretty cold, too. Discouraged, we

backslid to our old Western ways by firing up the iPad. It wasn't to play stupid video games or peruse porno, but rather to learn more about Richmond.

When most people think about Richmond, a city of 100,000, one of the first things that pops to their mind is that it perennially ranks as one of the top ten most dangerous cities in the United States. While this is true, most of the crime takes place in the 'Iron Triangle', away from the boating interests. We've been going to various Richmond boating areas for 40 years and never had a problem.

Richmond turns out to be a more interesting city than one might imagine. Here are three things about Richmond that we didn't know: 1) Richmond has more waterfront than any other city on San Francisco Bay. 2) In 1919, Richmond was home to the largest winery in the world. And, 3) From the late 1800s to the mid-1900s, Pt. Richmond was Santa Fe Railroad's western terminus. Passengers hopped aboard a ferry to cover

Brickyard Cove, home to homes with docks in back, businesses, some of them with docks, and lots and lots of sailboats.

the last few miles to San Francisco. The remains of the historic ferry dock are still plainly visible at the northwest end of the Potrero Reach.

Just to the east of the old ferry dock is a dilapidated warehouse that deserves a plaque on it describing the exploits of Floridian Bruce Perlowin. The only person we've ever interviewed at the top floor jail of the San Francisco Police Headquarters, Perlowin smuggled close to a half a billion — yes, with a 'b' — dollars' worth of pot into California, most of it into this warehouse. He would spend nine years in prison, including time in two of the last coed prisons in California. For Bruce, the hardest part of doing time seemed to be having an inmate girlfriend who had an inmate girlfriend who got to see her more often.

As we pondered what Buddha would have said to a pot smuggler, a little breeze came up. A little breeze is all that a light boat like an Olson 30 needs to move along smartly, even when carrying plain sail. So after a bit of reaching and a jibe, we slipped between the two freestanding wave barriers that protect the harbor, and sailed into Brickyard Cove, home to the Richmond YC, just under 100 waterfront homes with docks, and a three-building waterfront business complex. When viewed from the air, Brickyard Cove, like Nature, has no straight lines. How Zen can you get?

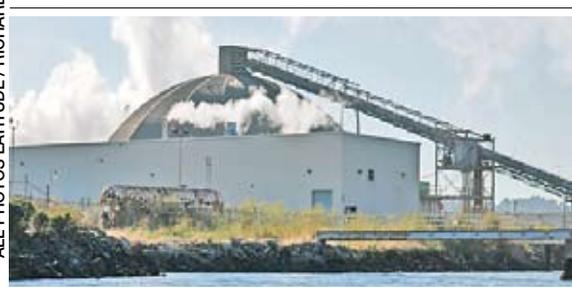
Founded in '32, the Richmond YC has long featured a very active sailing program, and has always given the more affluent St. Francis and San Francisco YCs a run for the most pickle dishes. The Richmond YC is a fine base out of which to hone any number of sailing skills, as it offers the protected waters of the cove for small boat sailors, and after sailing only a short distance, those with larger boats can usually choose how much wind and chop they wish to play with. There's more action toward the Central Bay and less toward the North Bay. And, it's

almost always a mellow spinnaker run home from the West Bay. We're talking March to October, of course.

Richmond has had more of a roller coaster history than most cities. It was a nowhere-ville that got put on the map



The old ferry landing for transcontinental train passengers.



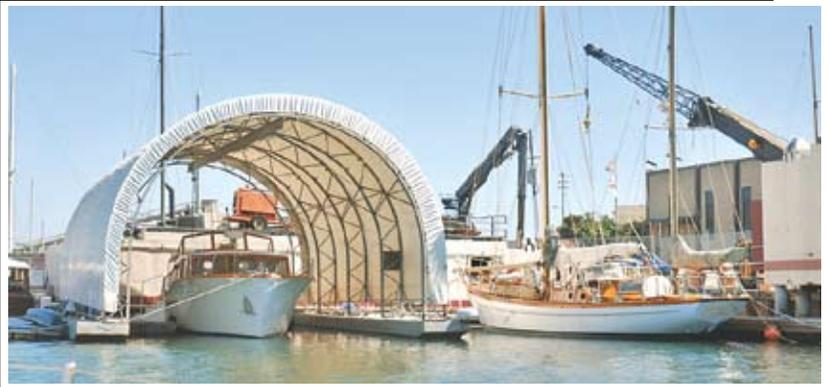
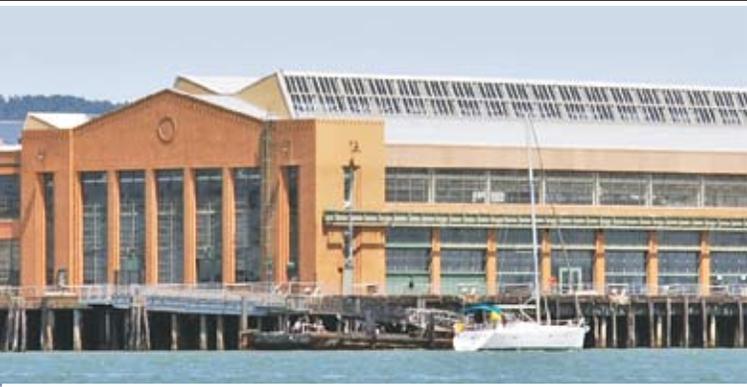
ALL PHOTOS LATITUDE / RICHARD

in the late 1800s by the transcontinental railroad. In the 1920s, the KKK was a popular social movement. In the '60s, Richmond was the first significant city in the United States to elect an African-American mayor. In between came World II, during which time lots of women and minorities from the South migrated to the East Bay to work in Richmond's Kaiser Shipyards. These people — including the semi-mythical 'Rosie the Riveter' — turned out 747 Victory and Liberty ships, and the Richmond shipyard was declared the most productive in the country. The Kaiser company also started a field hospital for the workers, which over time has evolved into Kaiser Permanente — a health plan to which all Latitude employees belong.

The remaining World War II dry docks are in ruins. The *Red Oak*, #587 of the Victory ships, is docked just before the Potrero Reach makes the turn into the Richmond Inner Harbor. Alas, she's not looking too spiffy these days. Neither is the 200-ft *Wapama*, the last of the 250 distinctive steam powered lumber



— RICHMOND CIRCUIT



Clockwise from upper left; Modern day 49ers from the Richmond YC; The beautiful old Ford plant; Tenants at the Sugar Dock; the rusty 'Red Oak'; A bulk carrier loads up at one of Richmond's 15 terminals. 'US 76', the BMW Oracle Racing America's Cup boat; Something steamy cooking in the Inner Harbor.

schooners that used to ply the 'Redwood Coast'. She, on land, is in such poor condition that not even a Kaiser Permanente of boats could save her. The *Wapama* is to be dismantled as soon as the Park Service locates the funds to do it. So don't hold your breath.

Fortunately, there's a more uplifting feel once you jibe onto port and make your way into the Inner Harbor, for not only are the narrow waters even flatter for dryer sailing, but it's a surprisingly active commercial port. Richmond Harbor is home to 10 private terminals and five city-owned terminals. Every time we sailed this Zen circuit, we saw all new ships. "Out of the mud grows the lotus," said Buddha. "Out of world trade grows global prosperity," said St. Bono.

Thanks to the hills of Pt. Richmond, and the various structures and ships, there are lots of fits and starts to the breeze in the Inner Harbor. Such fluctuations makes the sailing more active.

But it's near the end of the Inner Harbor that this part of Richmond becomes more interesting to even the unenlightened sailor. On the port side is the Sugar Dock, once a railroad off-loading wharf, now a deepwater dock capable of accommodating the largest private yachts — or a number of smaller ones. The dock was transformed by Bill and Grace Bodle, both of whom are in their 70s, and who, as previously noted in *Latitude*, do charters with their 100-ft wood schooner *Eros* in the Caribbean with the help of just one deckhand.

On the starboard side is Bay Marine Boatworks, which has a healthy combination of commercial and recreational boat clients, and is the sister facility of the big Bay Ship and Yacht operation in the Oakland Estu-

ary. Next to it are the remains of Richmond Yacht Harbor / Pacific Boatworks. While those businesses are no more, it's nonetheless the site of a magnificent — but hidden — yacht restoration that after many years is nearing completion. More on that in a few months.

Next on the starboard side is KKMI, which probably hauls more big boats than any other yard on the Bay, and often plays host to some of the world's

If you like flatwater sailing, you'll love the Potrero Reach. If you really like flatwater sailing, you'll love the Inner Harbor even more.



ZEN SAILING

great racing yachts. And at the turning basin end of the Inner Harbor is Point San Pablo YC, a working man's yacht club on the original site of Richmond YC.

In a Zen world, there would be mellow small boat races in these flat waters every Friday night, from the turning basin to Potrero Reach and back. What could be more Zenderful? Alas, there are very few small boats in this part of Richmond.

Two more marks remain on the Richmond Zen Circuit. The first is the 850-slip Marina Bay Yacht Harbor, which is just past the old Ford plant that produced 150,000 military vehicles, most of them Jeeps. The plant has been nicely restored, and is currently the Craneway event venue. But careful, for if you don't follow the buoys as you pass the old plant, you'll go hard aground. Haven't been able to find a liveaboard slip in the Bay Area? Marina Bay has them. If you have a 40-ft boat, it's \$360/month for a slip, plus \$200 for the liveaboard fee. Not a bad deal. *La Gabelle* used to live in this marina back when she was *Analogue*.



Great boats hanging together. 'La Gabelle' chillin' with 'USA 76' at KKMI.

The last mark on the Richmond Riviera Zen Circuit is 5-mile distant — from Marina Bay — Red Rock, which is unique for two reasons. First, it's the only island on the Bay that was once mined for manganese. Secondly, it's the only one of the Bay's 31 islands that is privately owned. The last we heard, David Glickman, formerly of San Francisco and now a gem dealer in Thailand, had the island for sale for \$22 million — which is \$21,950,000 more than he paid for it

in '70. In the '80s, he had a plan to remove the top half of the island and use it for roadbed construction, and what remained would be the site of a 10-story hotel and casino, and on the north side, a yacht harbor. Some developments are best left undone, and this was probably one of them. And some industries are best terminated also. Not too far ashore from Red Rock is Pt. Molate, which was home to the last whaling station in the United States, operational into the '70s.

The Richmond Zen circuit is a little more challenging than the Oakland Estuary one, in that the wind is more likely to be stronger and/or non-existent, and some channels are more narrow, and it's not as uniformly deep. But it's not a difficult place to sail, and it's certainly worth seeing and sailing.

Having done this Zen circuit several times, we were again reminded of one of the most famous Zen sayings: "If people concentrated on the really important things in life, there would be a shortage of sailboats." No kidding.

— **latitude**/richard

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IDIOT'S GUIDE

Despite several advances in offshore voice communications such as satphones, marine single sideband (SSB) isn't going away anytime soon. That's because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets,

For cruisers in California and Mexico, you'll almost exclusively use just five of them: 4A, 4B, 4C, 8A and 8B.

such as the Baja, Sonrisa, Chubasco and Southbound. It means that when Don Anderson of *Summer Passage*, for example, transmits his latest weather forecast, anyone who wants to can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Don's response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn't require SSB radio," advises the Grand Poobah, "most boats do have them. They're good for safety — but fun, too. The folks with SSBs are able to actively participate in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, it offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the '08 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem and SailMail, they allow for the transmission and reception of brief emails while offshore.

Licensing

You don't need to pass a Ham radio operator's test to use a marine SSB. All that's required is a valid Ship Station license and a lifetime Restricted Radiotelephone Operator's permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If

you're good at dealing with online government forms, you can apply for a license at <http://wireless.fcc.gov>. If you're not so good at it, or don't want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you're new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School and some of the income comes from teaching students how to use Ham radio and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you're one of the very few cruisers who talks on the radio so much that SSB frequencies aren't adequate, then look into Ham radio. Or if you're going to the South Pacific, where there's lots more traffic on ship-to-ship channels, you might consider eventually moving up to Ham status. But generally speaking, it's really only for serious radio buffs.

By the way, there is nothing to prevent folks with SSB radios from listening on Ham frequencies, and indeed, there are some helpful Ham-only weather broadcasts. If you're worried that you might accidentally stumble onto a Ham-only frequency, start transmitting, and really piss off the 'radio police', fear not. SSB radios that are capable of working Ham frequencies come 'locked' from the factory. Some can only be unlocked using software, while others can be unlocked

marine radio spectrums called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bulls-eye. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your signal won't go far enough to reach.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

2 MHz	.....	200-400 miles
4 MHz	.....	400-600 miles
6 MHz	.....	600-1,200 miles
8 MHz	.....	800-1,600 miles
12 MHz	.....	1,200-2,400 miles
16 MHz	.....	1,600-3,200 miles
22 MHz	.....	2,200-4,000 miles plus
26 MHz	.....	unpredictable during our solar cycle minimum

Pop Quiz #1: You are in San Francisco and you want to talk with your buddy who's on his boat 1,200 miles away in Cabo San Lucas. Which band on marine SSB might you choose?



In the realm of cruising, an SSB radio is a lifeline, an email gateway, and a hub of friendly conversation, like an old-fashioned party line.

by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used by people who don't have a license.

How Far On What Bands?

A marine SSB system operates on a

Answer: Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

The thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha's Grand Poobah —

is that SSB radio frequency/channels are so different from VHF, FM, television, and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this: while 4146 is always 4146 on SSB, it's also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it's often channel 35 or channel 77, and could also be some other channel. That's right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers 'channelized' the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom 'user channel' packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what's easier: dialing through 1,000+ frequencies or 700 channels?

Nonetheless, you could spin your SSB dial all day long and you'd probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237 and 2503. If you punch in 1607 on the

hour, you'll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

Because SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies.

Icom America, Furuno, and SEA are the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 "favorite channels" — channels 1 through 160 — into a memory circuit titled 'User Channels'.

If you have an Icom 802 and tune to channel 77, you'll find that you'll be

on frequency 4146 (aka 4A). And if you tune to channel 135 on an 802, you'll find yourself on frequency 3968, which is home to the Sonrisa Net at 7 a.m. Pacific Time in the winter. It will even show 'Sonrisa Net' on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for 'channel/frequency'. As you move it, the display will switch back and forth from, say frequency 4146 to channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

Most Icom marine SSBs may be tuned off of a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the user channels on your radio, and make a list of what frequencies/stations they

Latitude's Easy Guide to Mexico Nets Baja California & Mainland Mexico

Daylight Savings Time Schedule (Summer)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
0:55	17:55	18:55	19:55	105	8122	USB	Southbound Net
14:00	7:00	8:00	9:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
14:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
15:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	12:00	13:00	14:00	156	14340	USB	Mañana Net*
19:00	12:00	13:00	14:00	151	14300	USB	Pacific Seafarer Net
13:30	7:30	8:30	9:30	135	3968	LSB	Sonrisa Net

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Standard Time Schedule (Winter)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PST W. Coast US	MST Cabo, LAP	CST PVR, ACA				
*** Marine SSB Nets ***							
0:55	16:55	17:55	18:55	105	8122	USB	Southbound Net
14:00	6:00	7:00	8:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
15:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
16:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	11:00	12:00	13:00	156	14340	USB	Manana Net*
19:00	11:00	12:00	13:00	151	14300	USB	Pacific Seafarer Net
14:00	6:00	7:00	9:00	135	3968	LSB	Sonrisa Net

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Time adapted from Dockside Radio: www.docksiderradio.com

IDIOT'S GUIDE

refer to. As mentioned, if you have a newer Icom 802, it's very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I'd recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He'll just plug his computer into the front of your radio and

have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anyone will hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

Checking Your SSB Reception And Transmission
As a new user, even if you get some

when you do this. If the following things happen, it suggests that your transmission is good and powerful:

- 1) The LCD bar graph goes full scale.
- 2) Your cabin lights dim slightly.
- 3) The instrument indicator lamps glow.
- 4) The bilge alarm squeaks.
- 5) The house battery drops about half a volt.

It's perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud "FOOOUUUUUR."

A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. *Caution! Be sure they don't touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse.* Say the magic word ("FOOOUUUUUR") once again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excellent that you're putting out 100 watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run

your radio check. This will be a good test for a nice, clean signal.

If your test partner reports that your sound was garbled, and you've just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now

clear, these additional wires are the problem. Your local marine electronics specialist carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I'm happy to offer *Latitude*

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations.

download the new stuff. It shouldn't take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you'll see *Latitude 38's* favorite SSB channels that will help you better understand that each channel has a specific purpose. You'll notice there aren't 700 of them. That's because you can use only 33 primary channels. And for cruisers in California and Mexico, you'll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That's not many, but you'll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren't being used at the time, but if you're just starting out, you don't need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won't take long. If you find that your channels are out of sync with most other folks' SSBs, you might want to change yours to match theirs. Depending on how technical you are, you may or may not need assistance.

Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska, San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember, different bands

meaningful reception as you dial around the channels, you'll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you're still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you're not sure that you're transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the 'TUNE' button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word 'TUNE' should flash a couple times on the LCD screen, and then stay up on the screen when the radio cycles back to receive. Still see the word 'TUNE'? This is good. However, if the word 'THRU' comes up, or 'HI SWR', you've got problems. It's probably time to bring in a NMEA-qualified marine SSB specialist to find out what's wrong between your radio and your tuner.

Assuming you do get 'TUNE', it's time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying "FOOOUUUUUR." The mic should be touching your lips

Latitude 38's Favorite SSB Channels

When cruising Mexico, these are the only channels you'll really need for calling ship-to-ship or ship-to-California.

Channel Designator	Latest ICOM Downloadable Channel	Frequency kHz
4A.....	77.....	4146 kHz USB
4B.....	78.....	4149 kHz USB
8A.....	97.....	8294 kHz USB
8B.....	98.....	8297 kHz USB

readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we'll go with 4 MHz, and if you're down in Cabo, we'll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we'll find a nice quiet channel for our radio check.

Another great way to test your marine SSB transmit-and-receive capability is with weather guru Don Anderson on his marine SSB Amigo Net. He begins at 1415 hours Zulu (UTC) on 8.122 MHz, upper sideband. If you have the latest frequency load from Icom America, it's already stored in memory as channel 105. If you don't find it in memory, you will need to break out the instruction book and learn how to program a new frequency into your user-programmable frequency 'bin'. It's not hard, but if you've never done it before, it can be a mystery. If you have problems while in San Diego you might want to call in a marine elec-

SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received *mayday* or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

2.182 MHz.....	0-400 miles
4.125 MHz.....	400-800 miles
6.215 MHz.....	600-1200 miles
8.291 MHz.....	800-1600 miles
12.290 MHz.....	1200-2400 miles
16.420 MHz.....	1600-3200 miles

tronics tech familiar with marine SSB equipment. Try Shea Weston of Offshore Outfitters at (619) 225-5690 or (619) 980-6217 (cell).

I've got two final tips.

First, if you sent your Icom 802 to the factory to get the 'clipping' problem fixed, you'll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB

antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive range are minimal. You'll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they're too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent 'user channel' update. It usually takes just 15 minutes.

— *gordon west*

Baja Ha-Ha SSB seminars with Gordon West & Shea Weston

- Oct 11, Using Marine SSB, Downwind Marine, 1 - 6 p.m. w/ Gordo. Call to reserve: (866) 289-0242.
- Oct 12, Using SSB for Email, all day with Shea Weston and team, San Diego. Call (866) 289-0242 for time and location.



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BAJA HA-HA PROFILES, PT I

Just for fun, we always like to come up with a theme for our annual Baja Ha-Ha rallies. You know, like "The Millennium Ha-Ha" or "The Sweet Sixteen Ha-Ha." This year — the event's 18th running — the tag line that jumped out at us was "barely legal."

How does that relate to a 750-mile sailing rally that's completely legit and PG-rated from start to finish? Well, let's see. . . Ah! We've got it. How about this: "The Ha-Ha is so much fun it ought to be illegal!" Not bad, eh?

No matter what nickname you give it though, each year's rally has certain things in common: It gives adventure-hungry sailors easy entry into the much-coveted cruising lifestyle, creates a laidback forum where participants can't help making all sorts of new friends, and gets them away from distressing headlines, stultifying jobs and mind-numbing traffic jams, if only for a few weeks.

The sailors you'll meet in these pages (and in the two additional installments in October and November) are undoubtedly 'champin' at the bit to cut their docklines, hoist their sails and get south of the border to the sunny latitudes of Baja. Because they're able to break free from the mainstream, you might think they were all born lucky (or rich), but we know from years past that most of them have been preparing and saving for years in order to finally make their getaway. And for doing so, we offer our heartfelt congratulations.

Here then, are members of the Baja Ha-Ha 'Class of 2011' — listed in the order they signed up.

Orcinius — Lagoon 440

John LeDoux & Lisa Danger
Vancouver, WA

Occupations: John, retired CEO; Lisa, program manager

Quote: "After dreaming of sailing away for places beyond the horizon, this event will mean the dream will begin to come to fruition."

Cruise Plans: Circumnavigation.

MoonShyne — Catalina 42

Stephen & Bente Millard
Santa Barbara

Occupations: Stephen, yacht broker; Bente, attorney

Quote: "This sounds adventuresome and fun!"

Cruise Plans: All over Mexico.

Mykonos — Swan 44 MK II

Myron & Marina Eisenzimmer
San Francisco

Occupations: Myron, finance mgr;

Marina, exec. VP

Crew: Karen Shears & Chris Toogood

Quote: "We will get there eventually."

Cruise Plans: Bash back home.

Ustupu — Mary Lightfoot 31 **Dan Schroeder & Sylvie Ouellette** Vancouver, BC

Occupations: Dan, real estate; Sylvie, accountant

Quote: "We're slow as molasses but have as much fun as anyone."

Cruise Plans: Costa Rica, Hawaii, then home.

Papillon — Slocum 43

Dan & Kelly Freeman, Seattle, WA

Occupations: Dan, video engineer; Kelly, aircraft data analyst (retired)

Crew: Steve Orona

Quote: "This is an interesting book of life we are writing, and this chapter should be a really fun one."

Cruise Plans: "May bash home or may stay, who knows?"

Stella Maris — Hylas 46

Tom & Mary Madden, Newport Beach

Occupations: Tom, retired CFO; Mary, retired speech & hearing therapist

Quote: "One does not discover new continents without consenting to lose sight of the shore for a very long time."
— Andre Gide

Cruise Plans: "Explore Mexico extensively or do the Pacific Puddle Jump."

Tomorrow — Acapulco 40

Richard & Charlotte Maure
Los Angeles

Occupations: Richard, computer science; Charlotte, gov't consulting

Quote: "This will be the shakedown for a circumnavigation."

Cruise Plans: To La Paz or Mazatlan.

The 'Mykonos' crew have done five Ha-Has!



Moondance — Islander 36

Conor & Lanea Riley, Sausalito

Occupations: Conor, banker; Lanea, sales manager

Quote: "Looks fun, sounds fun. Let's do it!"

Cruise Plans: "Bash, baby!"

Abracadabra — Canadian Sailcraft 36

Molly Arnold & Bryce Andrews
San Francisco

Occupations: Molly, attorney; Bryce, IT purchasing

Crew: Rick Nelson

Quote: "Can't wait! Time and money have finally arrived at the same place at the same time! Amazing!"

Cruise Plans: Winter in Mexico.

Sisu — Hans Christian 43

Christopher & Barbara Warnock
San Francisco

Occupations: Christopher, CEO; Barbara, graphic designer

Crew: John-Alexander Warnock, Yoshi Warnock

Quote: "A journey of 10,000 miles begins with a single step."

Cruise Plans: Open-ended.

— SAILING TO SUNNIER LATITUDES



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LATITUDE / ANDY

Bella Brisa — Tayana 37

Rich & Cathy Warner, Alameda

Occupations: Rich, harbormaster; Cathy, nurse

Quote: "We have been dreaming of this for years. Time for a new adventure."

Cruise Plans: Boat will stay in Mexico.

Mimiya — Catalina Morgan 440

Mark & Mimi Koehler, Alameda

Occupations: Mark, software R&D; Mimi, engineering manager

Crew: Mike & Judy Stouffer

Quote: "Catching up with old friends and enjoying retirement!"

Cruise Plans: Cruise Mexico for two years, then?

Solstice — Pacific Seacraft 37

John Alden, Redondo Beach

Occupation: attorney

Crew: Merrill Newman, Ron Walecki, Marty Falk

Quote: "It will be fun to be in the sun in the Sea of Cortez."

Cruise Plans: Baja bash in 2012.

Wind Spirit — Hunter 466

Priscilla & Paul Zaro, Pt. Richmond

Occupations: Priscilla, accountant;

Paul, TV cameraman

Quote: "After many years of talk, we can finally walk the walk!"

Cruise Plans: At least a few months in Mexico.



Priscilla and Paul of 'Wind Spirit' are ready.

Huck — Shannon 43

**Joe Rademacher & Heidi Camp
New Orleans, LA**

Occupations: Joe, tech; Heidi, tech

Quote: "We're headin' south, because the north is just too damn cold!"

Cruise Plans: Commuter cruise.

Ventured — Tartan 37

Erlin Loving, Bainbridge Island, WA

Occupation: "Computer geek."

Crew: Jenn Ballinger

Quote: "The previous owner was a physicist of enough note to warrant his own Wikipedia page. Figuring out his modifications has been, shall we say, interesting."

Cruise Plans: Hang in Mexico, then east or west.



Meet Erlin and Jenn of 'Ventured'.

Red Witch II — Bounty 41

**Stephi Mortensen & Rob Kirkcaldie
Santa Barbara**

Occupations: Stephi, dental hygienist; Rob, sheep farmer (ret.)

BAJA HA-HA PROFILES, PT I

Quote: "Future adventure prospects give great momentum to our excitement, fun and laughter across the world."

Cruise Plans: Head farther south.

Destiny — 85-ft custom schooner
Mike & Dawn Hilliard
Friday Harbor, WA

Occupations: Mike, diver; Dawn, scuba instructor

Crew: Katie Dunivin

Quote: "Heading south until the butter melts."

Cruise Plans: South, then Puddle Jump and circumnavigation.

Wings — Passport 40
Conni Livsey & Bill Ennis
Anchorage, AK

Occupations: Conni, attorney; Bill, physics teacher

Crew: Jerry & Nancy Wertzbaugher

Quote: "After 21 years of sailing in Alaska, I just want to be someplace where I don't need a boat heater!"

Cruise Plans: French Polynesia and beyond.

Aldebaran — Olympic Adventure 47
Rob & Lynne Britton, San Diego

Occupations: Rob, electronics; Lynne, insurance

Crew: David Bull, Frank & Barbara Coates

Quote: "Clean mind, clean body — take your pick."

Cruise Plans: La Paz for the season.

Kyalami — Swan 44
Norman & Candace Thersby
Pt. Richmond

Occupations: Norman, engineer; Candace, admin assistant

Crew: Raymond Handyside

Quote: "If it's not fun, it's not worth doing! Mexico, here we come!"

Cruise Plans: Continue cruising.

Marsha Dee — Coronado 32
Fred & Jeanette Coleman
Oceanside

Occupations: Fred, sales manager; Jeanette, business owner

Crew: Don Coleman

Quote: "Doing the Ha-Ha is on my

bucket list!"

Cruise Plans: Banderas Bay and Sea of Cortez

Entre Nous — Tayana 42
Joel Tuttle, Alameda

Occupation: Teacher (ret)

Crew: Margaret Zabel

Quote: "Heading to the land of warm sunshine and cold beer."

Cruise Plans: Mexico.

Robin Ann — Tayana 52
Steve Hogan & Robin Barrow
Redondo Beach

Occupations: Steve, engineer; Robin, administrative assistant

Crew: Bob & Val Cole, Marty Burke

Quote: "Time to go south."

Cruise Plans: Bash back home.

Harmony — Tayana Vancouver 42
Terry & Diane Emigh, Anacortes, WA

Occupations: Terry, marine technician; Diane, purchasing agent

Crew: Joe & Cindy Barnes

Quote: "We're has-been bikers and

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— SAILING TO SUNNIER LATITUDES

wannabe sailors."
Cruise Plans: Mexico

Seychelles — Hylas 49
John Stone & Nicki Germain
Douglas, AK

Occupations: John, port director (ret); Nicki, accountant (ret)
Crew: Jimmy Mahan
Quote: "Looking forward to staying out of the rain for a while."
Cruise Plans: Who knows!

Three Sheets — LaFitte 44
Reg & Phoebe Wilson, Sarnia, ON
Occupations: Reg, manager (ret); Phoebe, consultant (ret)
Quote: "The boat is more experienced and qualified than we are right now."
Cruise Plans: South to Panama, then Ecuador or the East Coast.

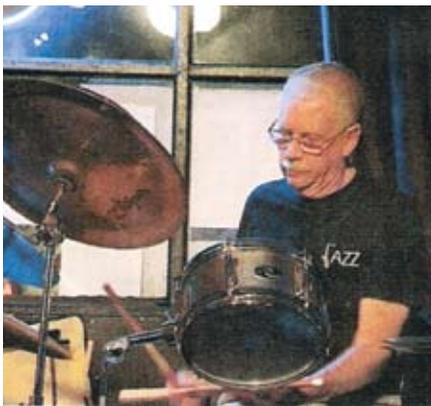
Charisma — Tayana 37
Bob Johnson & Ann Adams, Berkeley
Occupations: Bob, consultant; Ann, financial manager
Quote: "We want to do it again!"

Cruise Plans: South Pacific.

Wings of the Dawn —
Hans Christian 52
Rob & Sherry Bennatts
Friday Harbor, WA

Occupations: Firefighter (ret); Sherry, RN
Quote: "We're ready to set sail on our South Pacific adventure."

Ed of 'Rancho' will pound out the cadence.



Cruise Plans: Mexico and then the rest of the Pacific.

Camanoe — C&C Landfall 39
Dave Satterwhite & Stephanie
Esposito, San Francisco

Occupation: Dave, marine engineer
Quote: "Let's go already!"
Cruise Plans: Who knows!

Koh-Ring — Tayana 48 DS
Wolfgang Hausen, Sausalito
Occupation: CEO (ret)
Crew: Doug Workmaster
Quote: "Excited to finally do it!"
Cruise Plans: Panama & Caribbean.

Rancho Relaxo — Islander 30 MkII
Pablo Ingram, Chula Vista
Occupation: Jazz band leader
Crew: Ed & Gwen DeMascio
Quote: "Time for some drummin' & strummin' south of the border."
Cruise Plans: Sea of Cortez.

Endeavor — Taswell 49
Rick & Gina Phillips, Vancouver, WA
Occupations: Rick, contractor (ret);

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BAJA HA-HA PROFILES, PT I

Gina, mom

Crew: James, 12, & Sydney, 12

Quote: "This is a legendary way to being our cruising adventures."

Cruise Plans: Who knows!

**Snug Harbor — Catalina 470
Charley Eddy, Alameda**

Occupation: CFO (ret)

Crew: Joe McCann, Mike Pernitzke & Justyn White

Quote: "What's not to like about the Ha-Ha?"

Cruise Plans: PV for the winter, then Bash home in the spring.

**Tension Reliever — Acapulco 40
Rick & Rosanna Eitnrear
Chula Vista**

Occupations: Rick, manager; Rosanna, executive assistant

Quote: "We're headed for the East Coast where our kids live."

Cruise Plans: Central America, Panama Canal and the East Coast.

**Delicate Balance — Andrews 56
Alberto Storkovich, Monterey**
Occupation: Marketing (ret)

Crew: Sydney Reed

Quote: "It's a delicate balance!"

Cruise Plans: Home via Dockwise.

"We've been planning this dream for 29 years."

**Sail Time — Catalina 34 Mk II
Ken & Twila Sanford, Oceanside**

Occupations: Ken, engineer (ret); customer service (ret)

Crew: Marlowe Skar

Quote: "We're looking forward to a great adventure."

Cruise Plans: Mexico and then home.

**Hilbre — Catalina 36 MkII
John & Anita Meyer, Henderson, NV**
Occupations: John, IT; Anita, administration

Quote: "It's time to do it."

Cruise Plans: Bash back in the spring.

**L' Obsessive — Lagoon 450
Ed King & Aric Ludwig
Oakland**

Occupations: Ed, construction inspector; Aric, ER doctor

Crew: Don Margraf, Bill Avery & Terry Glen

Quote: "Good time to be had by all!"

Cruise Plans: La Paz or PV till spring, then home.

**Oceanaire — Tayana 47
Garrett & Lissa Caldwell, Alameda**
Occupations: Garrett, dental educator; Lissa, executive administration

Quote: "We've been planning this dream for 29 years."

Cruise Plans: Mexico and then who knows.

**R & B III — Catalina 36
Brad & Lion Older
Santa Cruz**
Occupations: Brad, engineer; Lion, security

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Crew: JT Lachappelle

Quote: "It's almost impossible to remember how tragic a place the world is when you're sailing."

Cruise Plans: Bash back home.

**Sans Frontieres — Tartan 3700
Nico Jonville, San Diego**

Occupation: Nico, realtor

Crew: Fredo Hayem & Roger Mullins

Quote: "The Frenchies are going on the Baja Ha-Ha!"

Cruise Plans: La Paz and return home in '12.

Time Piece — Coast 34

John Spicher, Anacortes, WA

Occupation: Maritime transportation

Crew: Mary Murphy

Quote: "It's finally my turn and I'm going to take it!"

Cruise Plans: Mexico and the South Pacific.

**Cracklin Rose — Island Packet 380
Bill & Rosie Everingham, Alameda**

Occupations: Bill, computer engineer (ret); Rosie, travel industry (ret)

Crew: Bill Eddy, and Bill & Maureen Odgers

Quote: "We're excited and raring to go sailing."

Cruise Plans: Puerto Vallarta.

**Seascope — Passport 37
Roger Smith, Vallejo**

Occupation: Law enforcement (ret)

Crew: Gordon Smith

Quote: "It's time to start the lifelong dream thing."

*"Woo hoo!
Let's get this
rally started!"*

Cruise Plans: Back home via the Bash or by trucking it.

**Tranquility — Irwin Citation 34
Richard Hirsch & Cynthia Cameron
San Diego**

Occupations: Richard, deputy sheriff

(ret); Cynthia, nurse

Quote: "The boat needs to go somewhere interesting."

Cruise Plans: The Sea then the Bash home.

**Holo Nui — C&C 37R
Ron Wood & Mindy King Heard
Huntington Beach**

Occupations: Ron, mechanic (ret); Mindy, police sergeant (ret)

Quote: "Woo hoo! Let's get this rally started!"

Cruise Plans: South and then on around the world

**Rumba — Hunter 40.5
Ray Firchau & Gary Chamberlain
Ventura**

Occupations: Ray, window & door sales (ret); Gary, manager

Quote: "It's time for my friend and me to go on an adventure."

Cruise Plans: Who knows!

**Companera — Tartan 3800 OC
Joel Sorum, Vallejo**

Occupation: Mental health director (ret)

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BAJA HA-HA PROFILES, PT I

Crew: Bob & Jeremy Sorum
Quote: "Ya just gotta do the Ha-Ha!"
Cruise Plans: Somewhere south.

Whistle Wing V — Peterson 50
Mike Chase, Honolulu, HI
Occupation: professor
Crew: Jose Mobley & Danny Zech
Quote: "Maintain a low profile."
Cruise Plans: Circumnavigation.

Taj — Grainger 480
Peter Brown & Janet McKinnon
Pt. Townsend, WA
Occupations: both are attorneys
Quote: "We're not here for a long time. We're here for a good time."
Cruise Plans: No plans.

Leonidas — Dreadnought 32
Tom and Ann Carr, Santa Cruz
Occupations: metal fabrication
Crew: Gary Formo



In years past, there have always been lots of kids in the Ha-Ha. This year should be no different.

Quote: "Party down!"
Cruise Plans: Unsure.

DreamKetcher — Gulfstar 43
Rik Johnson & Bob Shea
Channel Islands
Occupations: both are pilots
Crew: John Shea

Quote: "This sounds like a friggin' blast!"
Cruise Plans: Baja bash.

Convivia — Cal 43
Tucker & Vick Bradford
San Francisco
Occupations: Tucker, IT
Crew: daughter Ruby, 7, son Miles, 3
Quote: "We have been looking forward to doing a HaHa for a decade now. That it will be our family's launch into a new life of cruising seems appropriate."
Cruise Plans: Heading west.

We'll give it a rest here, but be sure to tune in again next month for installment number two.
 And if you'd love to do the rally, but don't have a boat that's ready to cruise, we'd strongly urge you to show up with copies of your sailing resume and an upbeat attitude at our Mexico-only Crew List Party September 7 (See *Sightings*).
 — **latitude**



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ARE YOU READY TO HA-HA?

With more than 120 boats signed up now, this year's Baja Ha-Ha fleet is shaping up to be as diverse as ever. As always, the backgrounds of their owners are as diverse as the boats they sail on.

The smallest so far is John Neely and Shannon Walker's Berkeley-based Caliber 28, and the largest is Mike and Dawn Hilliard's 85-ft schooner *Destiny*, from Friday Harbor, WA. (You'll find the complete, up-to-date list at www.baja-haha.com. The entry deadline is September 10.)

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com. And look for a complete recap of the event in the December issue.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List Party & Baja Ha-Ha Reunion on September 7. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watchstanders. To get a head start on the process, see our constantly updated free online Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

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

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- ### IMPORTANT DATES
- Sept. 7 — Mexico-Only Crew List Party & Baja Ha-Ha Reunion, Encinal YC in Alameda; 6-9 pm.
 - Sept. 10 — Final deadline for all entries.
 - Oct. 15 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
 - Oct. 22 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
 - Oct. 23, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.
 - Oct. 23, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
 - Oct. 23, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
 - Oct. 24, 11 am — S.D. Harbor Parade & Start of Leg 1
 - Oct. 29, 8 am — Start of Leg 2
 - Nov. 2, 7 am — Start of Leg 3
 - Nov. 4 — Cabo Beach Party
 - Nov. 5 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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MAX EBB

I don't really need to take an introductory safe boating class, but the word on the dock was that the instructor teaching the class at the yacht club this time around was full of wonderful old sea stories — some of them even true! So, a couple weeks ago, after I'd finished some maintenance work and locked up the boat, I thought I'd drop in discreetly and sit in the back of the room to see what nautical yarns were being spun.

I entered the yacht club dining room and set course for an empty chair at a half-full table. But I was brought up all standing when I noticed who was in the room — it was not the Safe Boating Class at all. The tables had been re-arranged into a configuration that looked more like the Paris Peace Talks, and the instructor was nowhere to be seen.

To my horror, I had stumbled into a yacht club board of directors meeting. Worse yet, my having walked that far into the room, it would have been terribly bad manners to put the helm down, back the jib, tack around and bear off for the door.

Unfortunately, our commodore, and most of the other flag officers, saw that I had fetched up as if my keel had hit Three Bird Rock in a flood tide.

"Please join us, Max," the commodore invited me. "It's an open meeting."

"Yes, of course," I lied unconvincingly as I proceeded to the half-empty table, "that's why I'm here."

As I sat down, I looked around to see which other club members had chosen to endure a yacht club board meeting, voluntarily or by mistake. I was astonished to see Lee Helm among the small audience. She's a great sailor, and a naval architecture grad student at the university, but not a yacht club member and not likely to be one until long after she finishes her degree.

"I would like to discuss replacement options for the carpet in the lounge area," said one of the members. She was not on the board, but chaired the house maintenance and decor committee. "It's really getting to be in pretty bad shape."

The commodore agreed. Apparently they were still setting the agenda for the meeting.

"Any more agenda items?" he asked.

"We need to take another look at the dues structure," said the membership committee chair. "We're having trouble signing up new members and we're well below our targets for this year. I think our dues are just too high for young sailors while our long-time members with big boats could easily pay much more."

"Are you suggesting we charge according to boat size?" asked the club treasurer, who happened to own a very large yacht. "That would be extremely unfair, like paying another boat tax."

"Please hold off on the debate until we get to the agenda item," scolded the commodore. "We'll take up the carpet before we take up the tax."

"I think we should take up the tax first," demanded the membership chair.

"He's right," added the rear commodore. "You've got to take up the tax before you can take up the carpet."

While the board was distracted with these procedural details, I moved to Lee's table to see what had ever possessed her to take a berth at this meeting.

myself," I whispered.

"But Max! Your vice commodore is a certified foodie, and she's in charge of the cooking."

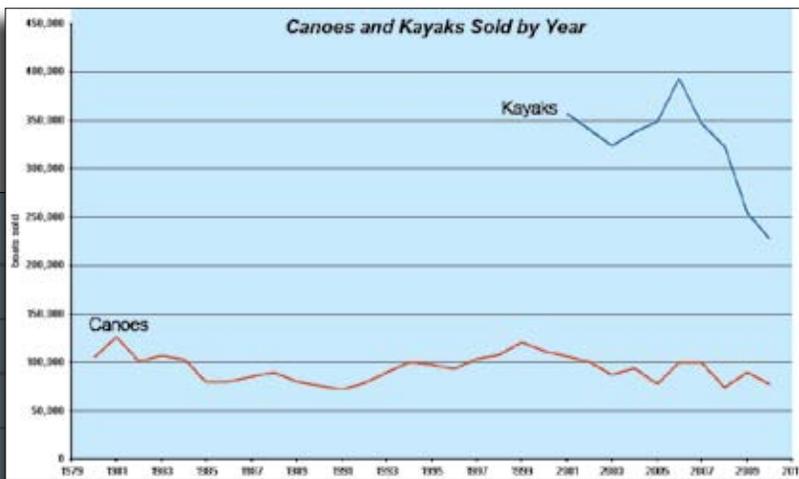
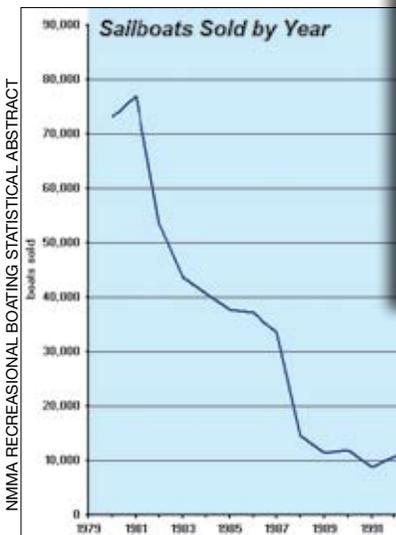
"Good point. Aside from the free-loading, what on earth are you doing here?"

"They want me to talk about windsurfers and kiteboards," she said. "As if they can get them all to join the yacht club if they rearrange the deck chairs a little. I mean, like, I give them some credit for the outreach attempt, but I think they're reaching in the wrong direction."

People were starting to flash unfriendly glances in our direction, unmistakable requests to be quiet. So I walked over to the serving table to fill up a plate with world-class moussaka and Greek salad.

"First on our agenda," announced the commodore, "before we get to reports, we have a guest from the local windsurfing community. Lee Helm, you have the floor."

Lee gulped down one last bite of dinner and then took her position at the



While new sailboat sales are down 76.9% since '01, kayak sales are down by only 36.2% and canoes are holding steady.

"Get a plate, Max!" she whispered loudly through a mouthful of lamb kabobs. "And why didn't you ever tell me that they, like, serve free food at these board meetings?"

"Probably because I never got to them

lectern on one side of the directors' table. To my surprise, she was showing them a big paper flip chart rather than a PowerPoint presentation.

"This," she explained, "is a graph of sailboat sales in the U.S. from 1980 through 2010."

It was not a very optimistic chart. It peaked at 77,100 sailboats sold in 1981, and dropped all the way down to 4,300 boats sold in 2010.

"See the problem here? No new boats, no new members."

She flipped to the next chart. This one plotted canoe and kayak sales over the





Kayak and small boat cruisers crashed out on a yacht club guest dock. The Water Trail will make it easier to do this without getting arrested.

MAX EBB

same interval. This chart also showed a dramatic decline in recent years, but even for 2010 the volume was still well above 300,000.

"Point is, there's only, like, one healthy segment of the boating market: human-powered boats. Kayaks, surf skis, outriggers, dragon boats, and the new craze, stand-up-paddle boards, that don't even show on the chart. The required skill level is pretty low for all of these, totally making them the perfect entry-level activity for future sailors."

"But it's not sailing," complained the rear commodore.

"Our club charter doesn't say we're a sailing club," noted the secretary. "Remember, this club was founded by stink po . . . uh, powerboaters."

"Here's what you need to do to get paddlers interested in the yacht club," Lee said with a sigh of frustration, as if it should be obvious to everyone. "First, recognize that joining any yacht club is an irrational and expensive decision. So you need a loss leader just to get to a critical social mass. Get them to hang out here, and eventually they'll join. People usually join a yacht club because, like, their friends are members, and not for any tangible benefits."

"Can you elaborate?" asked the commodore.

"Sure. First thing we need is on-site storage. Down on the dock, not up in the parking lot, so we can keep our boats on a storage rack just a few feet from the water. Huge advantage over schlepping the thing from the garage every time we want to use it. But if you charge market rate for this kind of storage, people add

it to the club dues and the price comes out too high. To jump start this you need to make kayak storage a free benefit of yacht club membership."

"That's pretty radical, giving only the kayakers free berthing."

"Kayak racks are cheap; you'll come out way ahead. Second, you have to make the bathrooms and showers and changing rooms accessible from outside or from the docks when the club is closed. Third, throw in a few club-owned kayaks or stand-up paddle boards for the members who want to experiment. And fourth, invite a dragon boat or outrigger team to keep one or two of their really big human-powered boats in a wet berth — I'm sure you can find space in some otherwise-unmarketable inside tie. All

this is loss-leader stuff, and it will cost, but you gotta do it."

"I don't know," reflected the treasurer. "It seems like a big change in our recruitment efforts,

and our budget is very tight this year." "We're a sailing yacht club," insisted the rear commodore. "This would be a change in direction from our main mission."

"On the other hand, lots of us had our first boating experience in a rowboat or canoe or kayak," said the fleet captain. "Whether it eventually leads to sailing or powerboating probably just depends on the crowd you fall in with."

"I agree," added the commodore. "My first boating experience was in a kayak. In fact, many years ago, in Puget Sound, I took a picture of an orca in my

kayak. How it got in my kayak, I'll never know."

"Don't forget the stats," Lee reminded the group. "77,100 new sailboats sold in 1981. 4,300 sold in 2010. That's, like, a 94.4% loss, and the high-profile, sponsored events and pro circuit have done zip to turn that around. The sponsors want us watching it on TV, not out sailing or racing on our own boats."

"The America's Cup might change all that," suggested the treasurer.

"A temporary blip," she responded. "For the long term, sailing as a popular recreational activity will be, like, dead-dead-dead if we don't start to build it again from the bottom up."

"Thank you very much, Lee," concluded the commodore. "We'll forward your suggestions to the membership committee."

"One more tactic that might be a little easier to do in the short term," Lee added. "Get this harbor designated as a stop on the Water Trail."

"The Water Trail?"

"It's the Bay Trail, but for kayaks and small sailboats and all other hand-launched non-motorized boats. The emphasis is on new water access points, and also on overnight stops that make multi-day, small-boat trips around the Bay possible again. The Coastal Conservancy has allocated a million *dineros* for first-phase implementation."

"Hmm. Will they give some of that to us if we let kayakers camp on our guest dock?" asked the treasurer.

"You never know," answered Lee. "But any harbor that has a hotel within a short walk of a marina should be on the Water Trail map — it's a mix of urban camping and wilderness. And any one

of the local historic ships that you can climb aboard from the water is also a good prospect for an overnight stop, plus any shoreline park that allows

"Get designated as a stop on the Water Trail."

camping or might allow camping in the future. But so far the Water Trail plan has totally been disproportionately obsessed with undeveloped natural sites with habitat value, which just gets the Audubon Society on their case. Those folks don't seem to realize that any new kayaker is also a new birder. But I digress. The first Water Trail implementation meeting is on September 15 at the Coastal Conservancy office in Oakland. 1330 Broadway, 11th floor, 9 a.m. Open to the public. Get this club on the Water Trail map."

MAX EBB

"Interesting idea," said the treasurer, "getting our yacht club declared a trailhead and lined up for some public funding for improvements. It would be quite the achievement."

With that, Lee left the lectern, but detoured by the food table to fill up another plate with exotic gourmet delicacies. I did the same, then gestured her to relocate to the bar so that we could talk without disrupting the rest of the meeting.

The bar was empty except for one table, which was occupied by an older gentleman in a Coast Guard uniform and a couple of people taking notes. This was all that was left of the Safe Boating



PENNY WELLS

Historic ships, such as the 'Red Oak Victory', could be perfect stops along the Water Trail but water access needs to be improved.

Class, but they seemed to be having a good time.

"Well, Lee, are you thinking about joining the yacht club?" I asked as soon as we were clear of both the board meeting and the boating class. "We give college students a very deep discount on the initiation fee and membership dues."

"They'll just want me to set up the whole kayak program for them, Max, and I don't think they want to spend the money to do it right. Not that it's even all that much, in the scheme of things. But they gotta build it before anyone will come."

"Maybe if things get a lot worse," I suggested, "they'll figure out what they really need to do to make things better."

"Besides that," she explained as she made short work of her free dinner, "I would never join any club that would have me as a member."

— max ebb

Ed. note: Find out more about the Coastal Conservancy Water Trail meeting at <http://tinyurl.com/3cf9znd>.

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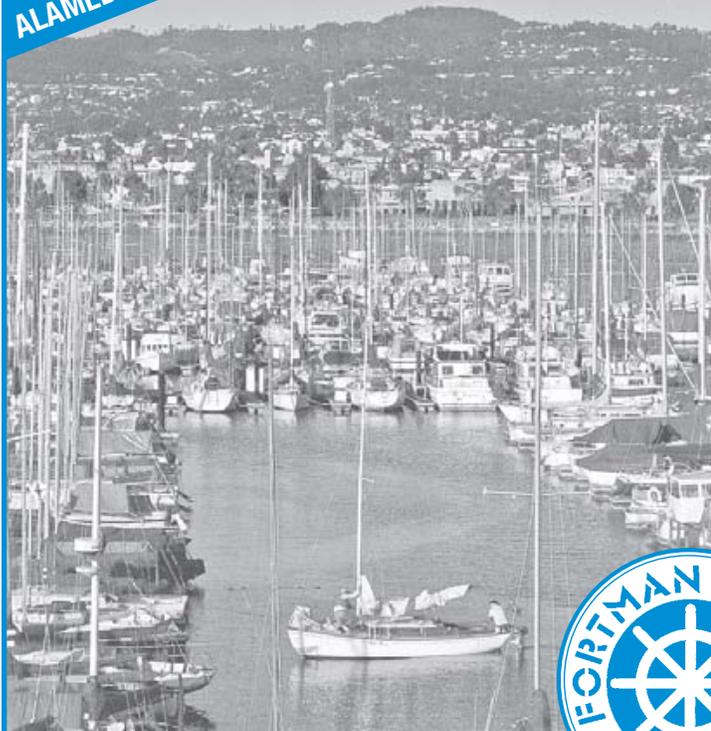
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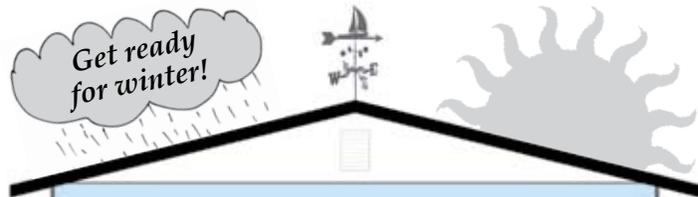
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THE RACING

This Month's Racing Sheet covers events everywhere from the Bay to the Gorge and as far East as the British Isles. Rather than try to name them all, we'll just let you get right into things. Enjoy!

SFYC Summer Keel Regatta

The San Francisco YC played host to the Express 37s, J/120s and J/105s for its Summer Keel Regatta August 12-14. Kame Richards' *Golden Moon* took the five-boat Express 37 division by a four-point margin. Scooter Simmons' *Blackhawk* was tops among the 21 J/105s, while David Halliwill's *Peregrine* from Centre Point, New York, put the hurt down on the regulars with a runaway win thanks to a scoreline of 3-3-1-1-1.

Melges Race Week

The San Francisco YC hosted its Melges Race Week, which drew 13 Melges 24s from all over the state for an eight-race regatta that served as the class's Pacific Coast Championship. Locals Seadon Wijzen and Kristian Notto cleaned up with *American Lady*, following a pair of seconds with straight bullets for the rest of the regatta. A pair of Santa Barbara-based boats finished second and third — Kent Pierce's *Average White Boat* and Loren Colahan's *Lounge Act*, respectively.

Double Damned

Of the sailing we weren't able to do last month, none bothered us more than missing the Double Damned Race on the Columbia River Gorge. Thankfully, Moore 24 sailor Ben Braden of Ballard, Washington was there and sent this stirring account.

The Hood River YC's annual test of sanity, the 42-mile Double Damned Race,

Michael Maloney's 'Bullet' leads the Express 37 fleet, but ultimately lost to 'Golden Moon'.



aka "Fear and Loathing in the Gorge," drew a diverse fleet of 23 boats for its fourth edition on August 6. And for this year's race, the Columbia River Gorge banged out some amazing conditions to try to get the fleet up the strong-running river in record fashion.

"If you didn't come here expecting to spend \$500 on repairs," yelled sailor Ian Beswick, "get out of my way!"

Marginally recovered from the previous evening's libations and fresh salmon dinner, donated and cooked by one of the race sponsors, RBS Battens, the racers arrived at the marina to clouds reaching east as far as Wind Mountain. There was no doubt it was going to be a nukin' day; the only question was, "when would it start?" To make up for the lack of big breeze in the starting area at Cascade Locks, the fleet was started downwind together on a small line, with no chutes allowed up before the start. A few boats hoisted prematurely, but as the race is more against yourself than the other boats, the fleet let it slide, and so it was off to The Dalles some 42 miles upriver. Ten Moore 24's started in their own one design class, Dave Berntsen's *Weta* was the only multihull entrant, and an amazing array of 12 boats started in the PHRF class — a Melges 24, a Wylie Wabbit, a Rocket 22, a B25, two Express 27's, a SC 27, an S2 9.1, a J/35, a 44-ft IOR boat, a Choate 22, and a C&C 27 sailed by a mom and dad and their two kids.

A Melges had never finished this course, much less even made it halfway to Hood River. It was the first attempt for the Wabbit, sailed by Melinda and Bill Erkelens. Ditto for the Rocket, IOR Boat and *Weta*.

Quickly the Melges — Quantum Sails Seattle loft owner Dan Kaseler's *Pteron* — sailed by the



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

fleet, along with the Erkelens, and easily had a half-mile on everyone as they passed "O Shit!" Island. Tyler Bech's B-25 *Superfriends*, Mark Newbrook's J/35 *Diversion* and Morgan Larson's Moore 24 *Bruzer* led the rest of the fleet around the corner and into the breeze at Wind Mountain. Quickly the Moores started taking off on a plane and closing the distance on the B-25 and the J/35. Once into the breeze Dave Garman's SC 27 *Giant Slayer* showed some amazing downwind speed but quickly made up for it with the most spectacular broach the fleet had seen in awhile. It was breeze-on . . .

It was also time to figure out how to get past Dog Mountain without pulling a Michael Vick maneuver, getting left slapped down, groveling in the water, trying to get your chute down so the keel will return to the downward position. Many boats tried to approach the corner from the Oregon shore on port in order to run out in the puffs down the middle of the river — as far from where the puffs hit the water as they



The J/120s prepare to set during the San Francisco YC's Summer Keel Regatta.

could be. A few took the short route past the mountain on the other board along the Washington shore, risking the stronger puffs but hoping for fewer of them on the shorter route. *Jack*, the Erkelens' Wabbit, almost made it through, but just at the spot where a Melges lost its mast in '08, the Erkelens were hit by a growler puff, and down came the rig.

Not to be outdone, *Diversion* took the moment to attempt a pirouette on its bow pulpit, but lacking years of intensive ballet training she just didn't get it quite right. Out came the rudder, over she went, and down came the chute. Owner Newbrook took the ballet maneuver hard and banged his head on the boom, blacking out for 10 seconds before sailing into Hood River and taking a trip to the emergency room for stitches in the top of his head.

Just when the other racers were feeling good about themselves for making it past

Dog Mountain in more or less one piece, the Gorge decided to throw its proverbial fastball at them.

"The gorge is a funny girl," said Moore sailor Matt McQueen. "She hides in the wide sections and lulls you into actually racing with 20 knots of breeze and flat water. Then she reminds you why you're here. Blammo! Thirty-five out of nowhere and if the boat is still under the rig you're off. Suddenly instead of racing you are just trying to pull gybes, keep the rig up, and stay off the hard stuff."

Typically the breeze lightens as you approach Hood River, allowing the rac-

ers to enjoy the big waves at Swell City and have a nice chute run under the bridge toward Mosier. Not this year.

Pissed off that the fleet got by, Dog Mountain threw everything it had at the boats. "Puff in five, here it is. Puff in 10, 5, here it is. Smoke on the water . . . PUFF! Smoke! Big One, HANG ON!"

The fleet capsized almost in unison, and sent the crews scrambling to retrieve what was left of their spinnakers, before hoisting a jib, poling it out and taking a moment to collect themselves. Attrition took its third victim here as Chris Loyd's Rocket 22 *Subatomic* decided things just weren't working well and took this opportunity to head into the Hood River Marina for refreshments, as those who survived got their kites back up.

The B-25, *Superfriends*, had its own problems through this stretch. Their Hood River wipeout broke their spinnaker pole, so they pulled out their spare and hooked it up. No more than ten minutes later they broke that one! But that didn't keep them under white sails for the rest of the race. They sat down and sailed under jib and main while lashing the parts together with the broken sections of two poles to create a third! They hoisted the chute again, and off they went, chasing the fleet up the river.

Through the bridge towards Mosier with chutes pulling again, the fleet raged on. *Pteron* was launched with Morgan Larson's Moore 24 *Bruzer* chasing them down, and Berntsen and Salkind on their Weta hot on their tail. This was a less-than-ideal time for Kasseler's crew, who had to do some of their own serious McGuyvering. They had blown up their full spinnaker earlier in the race and had reverted to their smaller sissy chute to

SFYC also hosted the Melges 24 PCCs as part of Melges Race Week. Thirteen boats showed up, with the class's worlds coming to the Bay in '13.



THE RACING

GREG ARCHBALD



ERIC RIMKUS



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SEAN TREW/PACIFIC FOG



SEAN TREW/PACIFIC FOG



SEAN TREW/PACIFIC FOG



Clockwise from spread — A gaggle of Moore 24s takes on a breezy Cascade Locks for the class's nationals on the Gorge; Bill Erkelens' 'Nevermoore' gets all lit up on a run; the Gorge giveth and the Gorge taketh away, in this case it was Brad Butler's 'Morphine' with the Bay's Rowan Fennell at the helm (not in this photo) that gave up a rig to the Gorge gods; Kurt Lahr sails Vaughn Seifers' 'Flying Tiger' up the Columbia River during the Hood River YC's Double Damned Race; the N/M 44 'Gorgeous' had a rough go of the DDR, but survived to try again; As if the standing puffs and monstrous chop weren't enough to deal with, Double Damned racers have these barges to look out for; Morgan Larson's 'Bruzer' has won the last three Double Damned's; Dan Kaseler's 'Pteron' finally broke the Melges 24s' jinx in this race with some quick thinking and hard sailing; Weta dealers Dave Berntsen and Ethan Salkind show that their little tri is up to the race.

keep up the battle. Bam, down came the little kite, this time thanks to a broken halyard. What to do? They decided to drop the mainsail, attach a block to the headboard with an old spin sheet through it, and hoist it back up. Then they pulled the chute up with the new halyard and block but that didn't last, with the block unable to handle the stress on the jibes, ultimately raining down on the foredeck as little plastic balls. Finally *Pteron* tied a loop of Dyncema to the headboard, hoist-

ing the kite directly up through it.

Meanwhile the rest of the fleet was smoothly planing through Mosier, past Memaloose Island and into the cut at Lyle. Then the wind caught up with them. A Moore lost a crewmember (sans PFD) into the river and had to drop their chute to retrieve him. *Gorgeous*, a N/M 44 owned by Jim Chase, had its own troubles. A nasty wipeout sent lines flying. With the chute trailing the boat and a beach looming up ahead, Chase decided

to take the risk — with all the lines in the water — and start the motor to turn into the breeze and get collected. *Gorgeous* wrapped its prop, but was able to recover everything else. Still able to sail, the crew decided that sailing upwind back to Hood River and into their slip looked safer than finishing the race and trying to sail into a slip in The Dalles — the final casualty of the race.



ERIC RIMKUS



GREG ARCHBALD



ERIC RIMKUS

Pteron won the elapsed-time and PHRF honors with *Bruzer* hot on her tail, finishing just over six minutes behind the Melges for overall corrected time honors. Fifteen minutes later the *Weta*, sailed by dealers Berntsen and Salkind, finished just in front of the second Moore, Kathryn Meyer's *More Cowbell*. Six more Moore 24s crossed the line in the next 10 minutes and then the slow trickle of PHRF boats came across the line over the next two hours. Last in was the little Choate 22, Bart Vervloutet's *Crazy Lulu*.

An excellent Mexican dinner, libations and awards hosted by the Hood River Yacht Club fueled a raucous crowd bent

on reliving the day's feat. Race t-shirts and BBQ sauce from Pendleton Blended Canadian Whiskey were given out for such "achievements" as emergency room visits, broken spinnaker poles, blown chutes and amazing wipeouts. As far as the rest of the "real" awards? Bech's *Superfriends* took second in the division with third going to Ted Lohr's Express 27 *Monster Express*. *More Cowbell* took second in the Moores while third went to Scott Walecka's *Adios*. The Moore 24s dominated the overall results once again, taking the top-eight spots on corrected time.

McQueen summed up the Double Damned lunacy perfectly:

"All in all it's just classic sailing," he

said. "I'm pretty sure we were in first — and last — at some point. Skipping waves like only dinghies are supposed to do, round-downs like from the old IOR blooper days, passing a boat in a puff like they are stuck to the water only to have them blast by seconds later with another nuker puff. This is more of a survival experience than a race. I can't wait for next year. Thanks to all the Hood River YC and CGRA folks who made this happen and special props to Doug Archbald for running the show and pumping this event up. It's getting better every year."

— Ben Braden

Moore 24 Nationals

Morgan Larson's win in the Double

THE RACING

Damned came on the heels of another impressive feat as he took the Moore 24 nationals hosted by the Columbia Gorge Racing Association at Cascade Locks, Oregon. Sailed in big breeze that frequently topped 30 knots and wrought havoc on the 18-boat fleet, the regatta saw more than a couple of boats count



Paul Heineken

letter scores while Larson and runners-up David Hodges and Scott Walecka's *Adios* stretched away from the fleet to finish with 16 and 21 points respectively. A fierce battle for third between John Kernot's *Banditos* and Bart Hackworth's *Gruntled* went to the former, with 38 points to *Gruntled*'s 42. The win was the second in a row for Larson. Complete results are up at www.cgra.org.

Early Christmas Shopping

A few months back we told you of an effort by Moore 24 sailors to honor the memory of one of their most instrumental class leaders. Joel Verutti passed away from brain cancer in February after a protracted battle. A Moore 24 owner for 28 years with multiple stints as class president, Verutti left behind wife Tina and 12-year-old daughter Josselyn, who are still dealing with the financial fallout of Joel's illness. The Moore family is looking to help out the Verutti family as well as maintain and store Joel's boat, *Mercedes* #55, until Josselyn, a crack junior sailor, is able to do so herself. To that end they've organized an online auction that's gone live and will make the perfect

The St. Francis YC's Heavy Weather Laser Slalom lived up to its name. Even though the ebb was largely absent, the sailing was still intense.

opportunity to do some early Christmas shopping while getting some pretty sweet stuff out of the deal.

Have you ever wanted to go sailing in New Zealand or Puget Sound? Have a professional sailor like Morgan Larson or Trevor Baylis race with you and your crew? Wanted to have Team Pegasus coach you on your boat with your crew on the water for a day? How does a golf or fishing trip in the Columbia River Gorge sound? These and many other items are on the block through the Moore 24 web site at www.moore24.org/auction.

Open 5.70s

The Golden Gate YC hosted the Open 5.70s on the Cityfront August 20-21, giving the little sportsters a chance to share a race course with another group of little sportsters, the 18-ft skiffs (the latter didn't wrap-up until after the deadline for this issue). Make sure to check out the GGYC's beautifully revamped website, where we're sure the results will have gone up by the time you read this, at www.ggyc.com.

SF Laser Worlds

St. Francis YC played host to a triple bill of Laser events last month, starting with the Laser 4.7 Worlds for the juniors July 28-August 2. Although popular in much of Europe, the 4.7 rig — the smallest available for the Laser — is virtually absent in the United States and the results bore that out.

Greek sailor Synodinos Eframidis pulled out ahead of the rest of the fleet with an 8-2 on the final day to win the 56-boat silver fleet. Just behind him overall were Peru's Alonso Torres-Ilosa and the only American podium finisher, William Livernois. Italian Cecilia Zorzi took the girls' title in the 51-boat fleet. A battle

between fellow Spaniards turned into a runaway for one in the 56-boat boys' gold fleet: Francisco Gonzales and Carlos Rosello had a nail-biter going into the final day, with only 10 points separating them. Gonzales posted a fourth in the final race to end up 28



ALL PHOTOS THIS PAGE CHUCK LANTZ/WWW.CHUCKLANTZ.COM EXCEPT WHERE NOTED



points ahead of his compatriot, while William de Smet of Belgium finished third overall, passing Japanese sailor Keeiju Okada in both races on the final day to take third by a five-point margin.

Next was St. Francis YC's Heavy Weather Laser Slalom, which lived up to its name. Sponsored by Laser Performance and McLaren, the slalom tested the best of the best in the grueling, capsize-riddled event. The event's original founder, Don Trask was on hand to watch the sailors go head-to-head on parallel slalom courses right off the club. Olympic gold medalist Anna Tunnicliffe used superior technique to overcome a significant weight disadvantage and nearly made it through to the semifinal. But all the competitors, Tunnicliffe included, faced a significant obstacle in the boats themselves — supplied brand new boats that hadn't had the full-race treatment. With too-short tiller extensions, too much play in the daggerboard trunks and slippery new lines, the boats were a handful even for the best of the best. In the end it was the Newport, Rhode Island frostbite fleet that produced the top three, led by Peter Shope, who had to beat Ben Richardson





Spread — the Laser Masters' Worlds drew over 200 competitors for a week-long slugfest with the Cityfront. Insets, from left — class stalwart Chris Boome took seventh in the Radial Grand Masters, and the Gorge's Bill Symes won.

twice — once to even their final scores and yet again to break the tie. Former two-time Masters Worlds champion and Hall Spars rig designer Scott Ferguson rounded out the top three.

They could all be found out on the water a couple days later, vying for the main event, the Laser Masters Worlds. After a lighter-air first day, the Bay delivered exactly what was in the brochure for the 200+ Laser sailors who showed up at the club August 7-13. After a week of lead changes and close racing in ebb-fueled moguls over the 12-race series, the finale didn't disappoint, packing prototypical summer Cityfront conditions.

Avenging his loss in the Slalom, Richardson took the Standard Apprentice honors, winning the title with a race to spare, while Dutch sailor Arnoud Hummel took the Standard Masters title with seven bullets. Australian Colin Dibb took the Standard Grand Masters title by a scant three points over the Bay's Peter

Vessella, a former winner of the Standard Masters.

Kiwi Scott Leith won the Apprentice Radial division, despite having just had a hip replacement in March, while Canadian Al Clark took the Radial Masters with a strong finish. The Radial Grand Masters went to the Columbia River Gorge's Bill Symes, who pulled away with six bullets in the final six races. The UK's Keith Wilkins took the Radial Great Grand Masters title without having to sail the last two races.

Other notable finishes from Californians included Long Beach's Kevin Taugher, who finished third in the

Standard Apprentices. The Bay's Russ Silvestri and Tracy Usher finished fourth and seventh respectively in the Standard Masters, while Jon Andron finished 12th in the Standard Grand Masters. Kurt Wessels and David Anthes took home sixth and tenth respectively in the Radial Apprentice Masters, and David Lapier was 12th in the Radial Masters. Walt Spevak was the top local sailor in fifth place in the Radial Grand Masters, two spots ahead of Chris Boome. Paul Heineken was the top local in the Radial Great Grand Masters.

Complete results and plenty of good reading, plus more photos for all three events, are up at www.sflaserworlds.com.

Richmond Riviera Regatta

Richmond YC hosted its second annual Richmond Riviera Regatta August 12-14. A fundraiser first and foremost, the event is unique among the Bay's many charity regattas.

Following the mantra of "give where you live," the event's beneficiaries included the Bay Area Rescue Mission, Richmond Food Pantry and more, all of which serve the greater community beyond the confines of Pt. Richmond through the auspices of the regatta, which is incorporated as a zero-overhead nonprofit entity. The three-day schedule included a food tasting on Friday, three buoy races on Saturday, and a Bay Tour on Sunday.

On Saturday the fleet was divided into two racing areas: a deep water course for monohulls rating PHRF 113 and below, and a Southampton course for the Etchells and PHRF boats rating 125 and over.

For Saturday's three buoy races, Brad Copper's Tripp 43 TNT rattled off three bullets to take PHRF 1, while Travis' — yes, he goes by one name like a Brazilian soccer player — Hawkfarm *Warhawk* ran up a 1-1-3 to take PHRF 2. The "little" handicap division went to Karl Gillette's Express 27 *Light'n Up*.

In the six-boat Etchells fleet, Michael Laport's *Ginna Fe* just edged out Hank Easom's *Magic* to take the honors.

Sunday saw the Etchells sit out the Bay Tour as a fleet. Kers Clausen sailed an unidentified boat to overall honors, beating out Frank Morrow's PHRF 2-winning IMX 38 *Hawkeye*, while TNT took PHRF 1.

Cal 20 Nationals

Just when Keith Ives and crew Chuck Stevens thought they were cruising to victory in the 50th Cal 20 Class Championship at the Alamos Bay YC in Long Beach August 12-14, they suddenly sensed it crashing down — their mast, that is.

The pair had won the first race of the final day to extend their lead to an almost mathematically-unbeatable 18 points with

The Open 5.70s keep building their schedule, and their latest host was the Golden Gate YC.



THE RACING

ERIK SIMONSON/WWW.H2OSHOTS.COM



Michael Laport's 'Ginna Fe' topped the Etchells fleet at the Richmond Riviera Regatta. The only one design fleet at the regatta, they contributed seven boats to the event.

two races remaining in the regatta when they tangled with two rivals at the windward mark of the sixth race.

"We almost took our rig down," Ives said.

The event topped its goal of 50 boats attending the seven-race series, totaling 53 in gold, silver and bronze classes. By the end of the weekend, the swarm of Bill Lapworth's most successful production boat — by numbers: 1,945 were built — were rocking and rolling in whitecaps stirred up by 15 knots of southwesterly.

With Ives and Stevens' *Rubber Dog* on starboard, plus Mark Golison's *Bandini Mountain*, and a third, unidentified boat on port, all approaching the weather mark at once, the latter boat tipped through a tack to round, its mast clipping the top of Ives' spar. Moments later, Golison, a two-time winner of the event, executed a penalty turn to avoid a possible protest for possible interference with the mystery boat.

"That dropped us back to about 15th place," Golison said. "But it was the right thing to do because we got back to finish sixth, and then we won the last race. We took ourselves out of [contention] with a bad [20th place] race Saturday, but Keith

The Cal 20s are 50 years old if you can believe it, so it was only fitting that their 50th NA championship drew over 50 boats. At right, winners Ives and Chuck Stevens were unstoppable.

sailed great. He and Chuck deserved it all the way."

Ives and Stevens survived to finish a cautious fourth and fifth in the last two races for a 15-point final margin over Golison, who sailed with his wife Jennifer, and Christopher Collins as crew.

The old boats also suffered in the conditions. Stu Robertson, the Lido 14 legend of some notoriety and a relatively new Cal 20 campaigner, held a solid lead in Sunday's first race until a spreader broke at the last mark, ending his afternoon. The same fate befell two veterans, Dave Crockett, and Robin Townsend. After two fifth places Saturday, Townsend was in the hunt for a top-ten with a second in the penultimate race, only to have her jib halyard blow out in the finale. She was still the top female skipper in 13th overall. Then there was Steven George, who in the last race gave new meaning to steering by hand. When his rudder gudgeons broke, he held the rudder in his bare hands to steer the last leg downwind to finish 14th, after six races with no finish worse than seventh.

Thomas Hoegh's *Second Wind* with Bryan Dair and Angela Goodwin aboard took the silver title with a solid scoreline that included a pair of seconds and three bullets in the last five races. The bronze fleet went to Dave Moore and Mike Hibdon's *Whisper*.



RICH ROBERTS



JAN ANDERSON

Clockwise from spread — Bay Area-based Olympic hopefuls Jonny Goldsberry and Charlie Smythe made a statement at the Gorge August 5-7, taking the seven-boat 49er Nationals. For complete results check out www.cgrra.org; the SSS's Half Moon Bay Race started off breezy but turned into a drifter that was gray the whole way, which made the BBQ and beers at the end all the better; SSS Commodore Max Crittenden and Staff Commodore Pat Broderick crunch the finish times; the Lake Washington Sailing Club's Dinghy Delta Ditch was also a drifter, but that didn't stop those who stuck it out from making the best of it . . . as proved by Ben Doolittle's i550. complete results are up at www.lwsailing.org.

SSS Half Moon Bay Race

The Singlehanded Sailing Society's Half Moon Bay Race headed down the coast on Saturday. After a breezy beat out of the Bay, the breeze died, as is its custom, off Montara. But rather than fill back in, it got even lighter as the fleet of 24 singlehanded and 40 doublehanded entries crawled toward Pillar Point Harbor. The result was many elapsed times in the 6-hour range over the 23.5-mile course, but few letter scores. Sean Mulvihill's J/120 *Jamani* was the top doublehanded entry with an elapsed time of 4h, 25m, while Al Germain's *Wyliecat 30 Bandicoot* took the overall singlehanded honors after 5h, 46m of sailing. Full results are up at www.sfbaysss.org.



ERIK SIMONSON/WWW.H2OSHOTS.COM

JIM GOSSMAN

Rolex Fastnet Race

The fast conditions in the Royal Ocean Racing Club's Rolex Fastnet Race meant that race records fell in one of the most storied offshore races on the planet.

Starting from Cowes on August 14 for the 638-mile trip around the race's namesake rock, which lies off the Southeast coast of Ireland, the 314-boat fleet — a new record for the race — were soon left in the dust by the big boys. Loïck Peyron's 130-ft trimaran *Banque Populaire V* set a new multihull elapsed time record of 32h, 48m, and Ian Walker's brand new Farr-designed Volvo 70 *Abu Dhabi Racing* took 1h, 39m off the old record of 1d, 20h, 18m set by Mike Slade's Farr 100 *ICAP Leopard* in '07.

Vanquish, the Oakcliff All American Offshore Team's STP 65, finished right in the thick of things amidst a pack of the six IMOCA 60s. Its crew of 20-some-things included three Bay Area sailors: Richmond YC's Matt Noble and David Rasmussen, and San Francisco YC's Molly Robinson. Their effort, admirable as it was, wasn't sufficient to take all the

marbles.

Skype founder Niklas Zenström's J/V 72 *Rån* became only the second boat ever to win the race back-to-back on corrected time, beating *Leopard* by a little over 4.5 hours, which, in turn, beat the third-place *Vanquish* by ten hours.

In the "professional" classes — the Volvo 70s, IMOCA 60s, Class 40s and MOD 70s — the racing was extremely tight. *Abu Dhabi* beat Franck Cammas' *Groupama 4* by only four minutes, while Vincent Riou's IMOCA 60 *PRB* took that class's honors with less than five

minutes separating the top three.

After all the big boys had finished, the going got slow and the French contingent got going, taking IRC 1, 2, 3, and 4 while dominating the podium in all those divisions. Complete results and tons more reading

are available at www.fastnet.rorc.org, and a recap of the capsizing of George David's *Rambler 100* appears in this month's *Sightings* on page 74.

Santana 22 Nationals

The Monterey Peninsula YC hosted the Santana 22 Nationals July 30-31, and the change of venue didn't make a noticeable difference for Michael Andrews' *Bonito*, winner of the event for the fourth time.

"It gets tougher every year," said *Bonito* crewmember Shawn Grassman, who along with Andrews' son Jonathon beat Santa Cruz's Bob Comstock's *Rick's Place*. "They sailed very, very well and were in our grill for all five races."

The weather patterns were typical — light in the morning, building to double digits when the clouds burned off in the afternoon.

"It was gorgeous," Grassman said. "It was fun sailing all around those critters: dolphins, otters, seals, sea lions, pelicans. Nine-year-old Jonathan was on the boat for all five races in his first, and definitely not last, Nationals."

Not many Bay Area boats made the

Skype founder Niklas Zenström's J/V 72 'Rån' became the back-to-back repeat winner of the Royal Ocean Racing Club's Rolex Fastnet Race.



CARLO BORLENGHI/ROLEX

THE RACING

trip down, but one Santana 22 icon, Santa Cruz's Ernie Rideout, who only hung up his spurs a couple years ago (well into his 90s), made the trip to Saturday night's dinner, reportedly looking great.

"Monterey Peninsula YC is a great club," Grassman said. "We slept on the boat and never left the immediate pier area."

Gracie and George

The Encinal YC's doublehanded Gracie and George Regatta, where the gals drive and the guys (or another gal) do all the work brought out five boats on August 7. With breeze in the 10-plus-knot range shifting from the southwest to the northwest, the fleet played it safe with a starboard tack start. That's to say, all but Linda Farrabee on the Catalina 38, *Harp*. With owner Mike Mannix in the cockpit, *Harp* pulled off a clean port start and quickly took the lead.

But by the time the fleet was sailing the only spinnaker leg down to the finish on the Estuary, both *Faster, Faster!*, a Merit 25 helmed by Deb Fehr with



HMBYC

David Rumbaugh claimed his fifth straight Coronado 15 North American Championship, hosted this year by the Half Moon Bay YC.

David Ross in the middle, and *Crazy Eights*, a Moore 24 driven by Kim Stuart with Aaron Lee in the middle had closed the gap to Farrabee and Mannix. With the boats neck-and-neck into the

finish, *Crazy Eights* caught a nice puff and squirted ahead for elapsed-time honors. But *Faster, Faster!* was indeed fast enough, correcting out 22 seconds ahead to take first overall and the Gracie and George perpetual trophy.

Coronado 15 North Americans

The Half Moon Bay YC hosted 18 sailors for the Coronado 15 North American Championships August 12-14. All the races were sailed in light to moderate breeze inside Pillar Point Harbor.

David Rumbaugh notched his fifth consecutive North American title, while crew Claire Fishman added her second. The top three A Fleet boats were all from Sacramento, and the fourth hailed from Los Angeles.

The top Half Moon Bay YC finisher in A Fleet was Charlie Quest in fifth place, while all four boats in the B Fleet were from the club.

C-15 SYD CORP SERIES (8/12)

ALL — 1) David Rumbaugh/Claire Fishman, 4 pts; 2) Kiersten Vance/Kendall Ermshar, 11; 3) An-



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drew Fishman/Steven Fishman, 11. (9 boats)

**C-15 NORTH AMERICAN CHAMPIONSHIPS
HALF MOON BAY YC (8/13-14)**

A FLEET — 1) David Rumbaugh/Claire Fishman, 10 pts; 2) Alex Fishman/Steven Fishman, 19; 3) Kiersten Vance/Kendall Ermshar, 20. (5 boats)

B FLEET — 1) Lucy Gillies/Hunter Gillies, 13 pts; 2) Patrick Melley/Rick Winnans, 15; 3) John Powell/Alan Quest, 21. (4 boats)

Complete results at: www.hmbyc.org

Clipper Race Coming Back to SF

The 2011-'12 Clipper 'Round the World Race got underway this month and the fleet of 10 identical 60-ft boats is already into race two of leg 1. *Gold Coast Australia* took race one from Southampton to Madeira, and is only twelve miles behind the leader *Singapore* as the fleet has spread out by some 600 miles on its way to Rio de Janeiro, Brazil.

Lying off Recife as of this writing, the fleet was in the midst of trying to get as many points as possible in the Ocean Sprint time trials.

But perhaps the most exciting news to come out of the race so far is that San

Francisco will once again play host to the only 'round the world race where pretty much anyone can play.

The boats will likely be arriving in the Bay in April of next year much as they did last year.

Be sure to follow the race and check back here for updates as it winds its way around the globe. You can find it online at www.clipperroundtheworld.com.

Race Notes

Bummer— We're sad to report that just 90 miles into an attempt at the west-east



A photo finish between 'Crazy Eights' and 'Harp' during the Encinal YC's Gracie and George race.

solo TransAtlantic record, Francis Joyon's *IDEC 2* capsized in a squall on the morning of August 22. Joyon was safe, and stayed aboard until the boat was taken under tow, headed for Montauk, New York as of this writing.

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WORLD

We dedicate this month's charter section to **A Globe-trotting Semester at Sea, and A Splendid Sailing Vacation Option Right in our own Backyard.**

All I Want for Christmas Is a Semester at SEA

Ever have one of those moments when you say to yourself, "Dang, I wish I could have had that experience when I was a kid!" That's how we felt last month when we took a tour of the 134-ft brigantine *Robert C. Seamans* during her annual visit to the Bay, and spent some time with her energetic professional crew and a contingent of wide-eyed student sailors.

Operated by the Sea Education Association (SEA) — which is based at Woods Hole, Massachusetts, a world-renowned center for marine, biomedical and environmental research — this ship offers hands-on research and sail training courses annually on a circuit between Juneau, Alaska; Mexico's Sea of Cortez; Tahiti and Hawaii. Meanwhile, her sistership, the 134-ft steel brigantine *Corwith Cramer*, operates in the Atlantic and Caribbean.

The undergraduate sailor/scholars we met aboard the *Seamans* were taking part in a 12-week SEA Semester that combines academic study in labs and classrooms ashore with an authentic sailing research voyage in the Pacific.

As the program's literature explains, each SEA Semester's session is accredited through Boston University. Programs include "foundational coursework in oceanography, maritime studies, and nautical science, and is designed to offer a multidisciplinary platform from which

Below: Crew and student sailors of the 'RC Seamans' strike a pose during their recent Sausalito visit. Right: Preston checks the view.

to study our oceans."

While that certainly sounds like an excellent way to kindle a life-long fascination with ocean science, and perhaps steer participants toward a meaningful career, it doesn't take a genius to figure out that spending weeks at sea with a boatload of like-minded young adults can also be a whole lot of fun.

As we can confirm from personal experience, no matter how much you think you know about sailing a modern sloop or ketch, when you step aboard a square-rigged brigantine there's a whole new pool of knowledge to absorb. And although hoisting sails, standing watch and navigating may not have a direct connection to environmental science, the cooperative effort required to move a ship this size safely across an ocean inevitably builds lasting camaraderie among crew members. And, of course, such lessons in social interaction can have benefits that will last a lifetime.

The variety of programs offered by SEA are too numerous to detail here, but to give you an idea, the Ocean Exploration Program (offered this fall) is open to students of all academic majors, as it



NATHANIEL PENN



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Cultures and Ecosystems. It will focus on "the dilemma of environmental and cultural sustainability in French Polynesia," and is open to students interested in environmental studies, humanities, and social sciences. (Sign us up for that one!)

We can't think of a more enticing — or greener — way to participate in legitimate offshore ocean research than aboard a purpose-built and rigorously maintained vessel like the *Seamans*. Built in Tacoma, WA to a Laurent Giles design, she is said to be "the most sophisticated oceanographic research/sailing school vessel ever built in the United States." As we witnessed during our visit, she has a library, computer lab, wet/dry research lab, and carries all the tools of the trade for bona fide ocean research.

Students are accommodated in comfortable berths in semi-private cabins, and from what we could tell, they are fed

is an "interdisciplinary approach to studying the marine environment, by combining the natural sciences, social sciences, and public policy."

Next spring a course will be offered called Sustainability in Polynesian Island

OF CHARTERING



Spread: Built for voyaging in all weathers, the 'Seamans' is the queen of the SEA Semester program. **Inset:** Students learn to furl.

well thanks to a jolly cook who performs her culinary magic in an expansive galley. (Those freshly baked chocolate chip cookies were the best!)

As you might image, SEA Semester programs are not cheap, but the lasting — potentially life-altering — experiences they provide may be well worth a little financial sacrifice. However, if you don't think your pockets are deep enough to cover the fees for your child, be aware that roughly a half million dollars of both need-based and merit scholarships are awarded to students annually. Learn more at www.sea.edu.

— andy

Our Vacation Was Fabulous — And Even Closer to Home

When I read last month's article about chartering in Belize, and how it's not only a great destination, but also "so close to home," I had to laugh. I had just

returned from one of the best weekends that I've had in a really long time, and it was right in our backyard!

With a pack of 15 boats full of charterers, club members and friends of Club Nautique, we recently headed up the picturesque Petaluma River to spend a magical weekend in the downtown Petaluma turning basin.

The fleet rendezvoused around Red Rock at 11 a.m. on Friday morning and headed into San Pablo Bay. The layer of cloud cover burned off around noon and we were treated to a nice downwind sail in shorts and T-shirts.

There was enough wind to get in some good wing-on-wing sailing as we headed for the river entry channel. Had we allowed more time we could have sailed quite a bit longer,

but alas, we were the lead boat, *Cats Aye*, the Club Nautique 40 catamaran, and we were slated to host the cocktail party that afternoon at 5 p.m. So we took down our sails and motored the rest of the way up the channel into the Petaluma River.

When sailors hear "motoring," they tend to stop listening, but the sights of the enchanting river were enough to keep us occupied. From the cool little riverside shacks to the rolling countryside combed with vineyards, there was something to see around every corner. Our group kept in radio contact and alerted one another to shallow spots along the way. A few of our deeper-keeled boats did report touching bottom, but none got stuck. Most of the time we stayed in the center of the river and had plenty of water.

The last three miles of the river south of the city have lots of twists and turns that keep you in anticipation of what's around the next bend. Along the shore there were lots of fishermen's shacks, a Greek restaurant called Papa's Taverna, several shipwrecks, and a few research vessels — there was much to see. We were even welcomed by enthusiastic local fishermen who hooted and hollered and acted as if they were being treated to a parade. We played along, flashing our best 'Queen waves' as we progressed toward the D Street Bridge.

Other than the 70-foot clearance on the highway 37 overpass, the D Street Bridge is the only obstacle you face before getting into the downtown turning basin. Having read that it's wise to give the bridge operators advance warning of

George Sparr is all smiles as he sails 'Georgie's Girl' north toward the Petaluma River mouth. That's Don Durant's 'Eureka!' to leeward.



ROD WITEL

WORLD

your arrival, I'd called the day before to request a 15:45 opening. On the phone, the staff was very accommodating and helpful. They did, however, give me the impression that we were to strictly adhere to the scheduled time.

I had taken up the stern of the pack to make sure that all my little chickens made it safely to the roost. So naturally, as we were pulling around the corner at 1600 I was a bit concerned that we might not be granted entrance. To make matters worse, a few of the boats that were ahead of me were hailing me to tell me that the bridge was not open, there was no one in the tower, and they weren't answering on the radio. Oh dear.

I phoned the police station, the number that was given on the Petaluma mooring permit (cityofpetaluma.net/pubworks/pdf/mooring-permit.pdf). They were very courteous and gave me the cell number of the bridge tender. He immediately answered and let me know that he was on his way, and apologized for having delayed us. When I expressed my concern that we were running behind, he kindly assured me that he would be



ROD WITEL

It's advisable to give advance notice if you want to pass beneath the D Street Bridge. The operator is super-friendly.

happy to raise the bridge as many times as we needed to bring all of our little chickens safely to the roost. I love that guy!

By the time we entered the basin, about 10 of our boats were already Med-moored to the 700-foot dock space that stretches across the turning basin and

along the edge of downtown Petaluma. We made quick work of getting our last five boats safely tied up to the dock.

There were enough electric kiosks for everyone to get hooked up to shore power, and there were also plenty of faucets to go around. (*Note to charterers: You may want to pack a hose if your charter boat isn't already equipped with one.*) There are no public restrooms nearby but if you are affiliated with a yacht club, the Petaluma Yacht Club overlooks the docks and welcomes reciprocal members to enjoy their facilities — which include a bathroom and shower.

After we were settled in, and were preparing for the cocktail party, our bridge tender came by with an envelope that had a copy of the mooring permit, a welcome letter, and the code to the gates on either end of the docks, which are locked from sundown to sunup. The mooring fee is \$22/night and can be paid by check and left in the drop box, or mailed in after your return.

We were also paid a visit by the Petaluma Chamber of Commerce. I had

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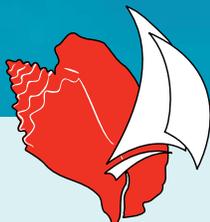


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contacted them to tell them about our plans and they asked how many boats we would have. They prepared and delivered welcome packets for each one of the boats. The packets included maps, events and attractions, and coupons for local restaurants, spas and stores. I love this place!

Our cocktail party was so much fun. Everyone brought an appetizer and a drink to share. The 40-ft catamaran was just big enough to handle the 30+ people we had aboard. At one point we had so many people on the boat that the bottom steps on the transom were submerged. Our revelry didn't go unnoticed by the locals — one of the local restaurants sent a waiter down to pass out coupons for free glasses of wine with dinner. Did I mention that I love this place?

We spent the evening laughing and roaming from boat to boat, meeting new friends and catching up with old mates. We danced on the bows of our boats as the cool tunes from a jazz band across the basin floated us into twilight.

Some folks headed out to dinner and

some cooked on their boats. Others continued on with their own cocktail parties that lasted well into the evening. There were rumors of a "man cave" complete with flowing single malt scotch and cigar smoke so thick you could cut it with a knife. But being a girl I wasn't invited to that party. Despite my gender, my brood and I still managed to have fun lounging on the trampoline of the cat and gazing at the night sky.

We've discovered from experience that when we do a rendezvous, we tend to schedule too much, and don't have time to actually enjoy our destination. So this time, we purposely built in a day with nothing scheduled. That turned out to be a great idea. There are so many fun things to do right in downtown Petaluma.

With shops, restaurants and nightspots only a few steps away, weekendng in the turning basin is ideal for warm summer fun.

luma. People went on walking tours of the old Victorian neighborhoods, enjoyed 'mani-pedis', and pattered around in dinghies.

Some of us went to the music festival and some just chilled out on their boats. Rod Witel, who is local to Petaluma and a pilot, had chartered a plane for the



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WORLD

day and took a few groups up for an aerial tour of the Bay. It was so incredible to see the River that we had sailed up just the day before from up in the air. We did a fly by of the fleet and some of the folks on the dock came out to wave. What a sight!

That night we did quite a bit more reveling in the downtown area — which seemed to be remarkably safe. Everyone had a great time. Because Rod lives in Petaluma he was initially skeptical about joining us on the rendezvous, but he ended up having an amazing time and thoroughly enjoyed getting to see his town from a different perspective.

The next day (Sunday), we shared some breakfast and coffee on the dock and were treated to a session of yoga on



ROD WITTEL

"Everybody say, 'Petaluma!'" Fleet members converge on the mothership, Club Nautique's 40-ft 'Cat's Aye'.

the bow of the catamaran. The session was led — appropriately enough — by Julie Lucchessi of Bow Yoga! It was a great experience to take a moment to peacefully enjoy this environment that had served as such a welcome platform for an amazing weekend.

Some boats peeled off a little early to

make the trip home, while the rest of us lingered. At 11:30 we waved farewell to the charming bridge tender, who happily opened the bridge several times for all of our departures. The return trip down the river was just as enchanting as the ride up had been, and was a relaxing end to a fabulous weekend. Once back in San

Pablo Bay there was plenty of wind for a rigorous sail home. We were back at the dock and in our cars by 7 p.m.

It was one of those magically delightful weekends where friendship and camaraderie filled the air with easy relaxation. I can't recommend Petaluma enough. It's a fabulous getaway destination that's right here in our back yard. Trust me, you'll love it!

— marianne armand

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OF CHARTERING

Charter Addicts — Talk to Us!

We don't ask many favors from our readers, but this month we need a little help from our friends — namely, you.

We know many *Latitude* readers take charter trips often, both in U.S. waters and abroad. But your answers to the questions that follow will help us to write about topics that interest you most.

So **p-l-e-a-s-e** take a few minutes to fill out this form and mail it back to us. Hey, this is *interactive journalism*. Email andy@latitude38.com or mail to:

World of Chartering, Latitude 38
15 Locust Ave.
Mill Valley, CA 94941

Free Logowear: We'll put the names of all respondents in a hat and choose five winners, who will receive an item of 'official' *Latitude 38* logowear — i.e. a hat, T-shirt or tank top.

- On average, I charter in the Bay Area (average):
 - > once a month bareboat crewed yacht
 - 7-12 times a yr bareboat crewed yacht
 - 3-6 times a year bareboat crewed yacht
 - 1-2 times a year bareboat crewed yacht
 - very rarely bareboat crewed yacht
 - never bareboat crewed yacht

- I've taken charter trips away from my home waters:
 - 1-3 times bareboat crewed yacht
 - 3-5 times bareboat crewed yacht
 - 6 or more times bareboat crewed yacht

- On average, I charter away from my home waters:
 - twice a year bareboat crewed yacht
 - once a year bareboat crewed yacht
 - every other yr bareboat crewed yacht
 - every 3-5 years bareboat crewed yacht

- (A) I've chartered in the following areas:
- (B) During the next 3 years I plan to charter in:

- Did it / Plan to
- | | | | |
|--------------------------|---|-------------------------------|-----------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> Virgin Islands | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Leeward Antilles | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
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| <input type="checkbox"/> | <input type="checkbox"/> Thailand | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
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| <input type="checkbox"/> | <input type="checkbox"/> Other _____ | | |
| <input type="checkbox"/> | <input type="checkbox"/> Other _____ | | |

- I picked my charter destinations because of:
 - advertising
 - editorial mention in *Latitude 38* or other media
 - boat shows or travel expositions
 - tourism office information
 - recommendation from friends
 - advice of yacht charter broker or operator

- I've booked my charter vacations:
 - through a yacht charter broker
 - through a travel agent
 - (bareboat) direct with bareboat company
 - (crewed yacht) direct with boat owner

- I have picked companies to work with because of:
 - advertising
 - editorial mention in *Latitude 38* or other media
 - boat shows or travel expositions
 - tourism office information
 - recommendation from friends
 - advice of yacht charter broker or operator

On a separate sheet of paper, please tell us . . .

- What destinations would you like to read about in future issues of *Latitude 38*?
- What's the best thing(s) about bareboat or crewed yacht vacationing?
- What tips would you pass on to those who have not yet tried yacht charter vacationing?

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CHANGES

With reports this month on boat bottom cleaning techniques in Zanzibar; from **Balena** on a singlehanded passage to the Marquesas; from **Taiga** on moving from a monohull to a cat cruising in the Bahamas; from **Kailani** on the 10,000-mile delivery of a new cruising home; from **Scarlett O'Hara** on getting ready to sail to Africa; from **Profligate** on a Baja Bash; and **Cruise Notes**.

Clean and 'Green' Bottoms Craig Anderson Zanzibar, Tanzania (Costa Mesa)

While at Zanzibar, which is mostly two Catalina-sized islands 20 miles off the East African country of Tanzania, of which Zanzibar is a semi-autonomous region, I watched the ultimate in 'green' boat bottom cleaning. Green in that the bottoms were cleaned without using any paint, let alone any biocide suspended in the paint.

The Zanzibar fishermen — there are many in a country where the average annual income is just \$250 — use recycled palm thatch to burn the algae off the bottoms of their dhows every quarter. They believe the algae to be host to worms, which if allowed to become established in the sides of their mahogany hulls, would truly create havoc. To top it off, they rub a combination of ground up animal bones and oil into the hulls.

These traditional dhows are seen everywhere along the coast of East Africa, and are still being built today. The hull planks are bent using sandbags, while the ribs come from mangrove trees that are shaped using an adz.

I was informed that 10 to 15 years is **Burn, worm baby, burn! While this time-proven bottom cleaning method may work on dhows, we don't recommend it for your Catalina 42.**

the average lifespan of a fishing dhow, after which the wood is recycled into furniture — often beds. Wherever I traveled in Kenya and Tanzania, I saw roadside carpenters producing king-size beds, often displayed in a line along roads in the manner of used cars.

Zanzibar Quiz: Who is the most famous person to have come from Zanzibar? That would be the charismatic Farrokh Bulsara — better known as Freddy Mercury, lead singer of the rock group Queen, who died of AIDS in 1991.

— craig 08/05/11

Balena — Westsail 32 Joel Kellogg Singlehanded to the Marquesas (Battle Creek, MI)

Bonjour! Singlehanded Pacific Ocean from San Francisco to the Marquesas in my twenties on my own boat. Check! I write this while at anchor at Taiohae Bay on the south side of Nuku Hiva in the Marquesas. This was a very green and lush landfall after the 33 days I spent enroute. Taiohae features steep cliffs, tall palms, warm breezes, and quite a roomy anchorage with good holding.

Upon arrival, I went ashore to try out my 'land legs'. They didn't fare so well for the first few meters. In fact, I had to hold on to a nearby tree for a bit until the land stopped 'moving' so much. I have felt a little wobbly after being at sea for long spells before, but this was by far the most difficult time I've had walking when not intoxicated. As I slowly made my way to town, a young French fellow who spoke broken English asked if I was all right. He said I appeared to be quite drunk.

The fellow helped me out by buying me a beer and introducing me to the captain of the research vessel *Tara*, on which he was serving as the cook. *Tara* apparently does plankton and coral research as they circumnavigate under sail. I was invited aboard, fed a pasta of sorts, and given a tour before rowing back out to *Balena*. Yes, on the first night after a Pacific crossing, I ate aboard another boat. Pretty funny.



A pair of Zanzibari sailing dhows.

TAS OF TANS

CRAIG ANDERSON



IN LATITUDES



In absolute terms, the just under four knots that Joel Kellogg averaged from San Francisco to the Marquesas isn't very fast. But as he found, if you do four knots day and night, it's not that long before you've covered a surprising amount of ocean and — inset — you're in French Polynesia!

the wind was — which unfortunately put me in a very uncomfortable close-hauled situation when the SE trades presented themselves. For a spell, I was looking at not even making the Marquesas, and for a day or two could only make westing — which at that point would have had me making landfall somewhere in the Line Islands. After I'd been beating for three or four days, the thought of another 15 days of doing the same was not good for onboard morale. Eventually the wind did back to the east, and I was able to pound far enough to the south to make Nuku Hiva.

During my crossing I was subjected to just about every sailing condition possible — with the exception of a real storm, which I was glad to avoid. My having not sailed *Balena* very much before taking off, the crossing turned out to be a perfect learning experience with plenty of reaching, sailing downwind in

light to heavy winds, riding out squalls, drifting — and that God-awful sailing to weather.

I was impressed with my Westsail 32, but not that impressed with the way I'd done some of the rigging. For example, it took a lot of unnecessary effort to reduce sail. It appears that there are a few things that I must change or repair due to my stupid-ass set-ups. Fortunately, nothing of importance was broken and I didn't sustain any injuries, so I think my first long passage was a success.

That is not to say I don't need to make a handful of fixes before continuing on around the island. The starboard fuel tank, for instance,

has an air leak, my charging system has become bugged, and I need to retune the standing rigging. Once those jobs are done, and I've taken on water and reprovisioned, I'll be good to continue on to Daniel's Bay to check out the ancient ruins and what is said to be the second tallest waterfall in the world.

The locals here in Nuku Hiva have been very friendly. For example, I've been told that if you admire someone's fruit tree, they will respond by overloading you with fruit. Checking into French Polynesia was painless — except that you're required to put up a \$1,400 U.S. bond. You do get your money back when you leave — in a big stack of Central Pacific Francs. The problem is that you'll be leaving the country, after which the CPFs won't do you any good. I tried to contact my bank to arrange payment of the bond, but ran out of minutes before they could clear the account for use. In the process, I learned that you can't call off Nuku Hiva without a calling card. The net result is that the French will not be receiving a bond payment from this sailor.

I have to admit that there were many moments on my crossing when I wondered what I had been thinking by undertaking such a voyage, but the first landfall has been more than I could have hoped for, and I'm very happy to have gotten underway. Communicating via with my family by SSB email made a big difference in my being able to enjoy

Joel spent a lot of time honing his nautical skills while in Alameda before leaving. It was time well spent.



CPF's.



LATITUDE/RICHARD

CHANGES

the trip. I also received weather updates from Nathan, an old shipmate of mine. Knowing that someone was watching

out for weather problems that come my way provided much relief.

I am very thankful for the opportunity I have to sail the finest cruising area in the world with a good boat at such a young age and in good health. With a whole world of exploration at my fingertips, I couldn't be happier.

Au revoir!

— joel 08/05/11

Taiga — Catana 44 Jack and Sherri Hayden Ha-Ha to Bahamas, Mono to Cat (Fairbanks, Alaska)

We are vets of the '99 Ha-Ha with what was our then new-to-us Morgan 382 *Taiga*. We bought the boat from a couple who had gone to great expense to outfit her for a Pacific cruise. But after sailing to Kauai, they hired a captain to bring her back to Port Townsend, where they put her up for sale. After buying *Taiga*, we had her trucked down to San Diego, where we got to sail her just once before the start of the Ha-Ha.

Since then, until last November — 10 years — we kept *Taiga* in the Sea of Cortez and commuter cruised. We owned a wilderness lodge in Alaska, and during the off-season of each year, meaning October through February, we'd sail the islands between La Paz and Bahia Concepcion. We based our Morgan out of La Paz the first year, but Puerto Escondido after that. She survived three hurricanes afloat while at Escondido, but we'd taken

The colorful skies were just one of the reasons that Jack and Sherri kept their boat in the Sea of Cortez for 10 years.

great pains to check out the mooring and the pennant.

We really loved our times in the Sea of Cortez, made a lot of good friends, and learned how and when to sail with the blue, fin, and humpback whales that come to the islands each January/February. On one occasion we had a fin whale calf rest in the shade of our boat, close enough for us to touch while his mom went deep.

Last November we sold the Morgan to a longtime sailing friend in Puerto Escondido and bought a used Catana 44 in Norfolk, Virginia. We were able to head south aboard our new *Taiga* on December 10, at which time the East Coast was under a prolonged cold snap that also featured strong winds and high seas at Cape Hatteras. So we were grateful to be able to take advantage of the Intracoastal Waterway that starts at Mile '0' in downtown Norfolk right after you pass America's biggest naval base.

We thought the ICW was totally cool! The northernmost section, which had been surveyed by George Washington, passes through the Great Dismal Swamp into North Carolina. There wasn't much traffic at that time of year, so we were able to find anchorages in places that normally would be crowded.

Much of the waterway passes through really wild country, and we enjoyed the lovely small towns. But it was COLD! We stopped at several marinas that had no water at the docks because the pipes had frozen. We spent Christmas in Hilton Head, South Carolina, where the dock water was frozen. In fact, it snowed on us on Christmas Day. Our daughter Katie, who had flown down from Fairbanks, Alaska, thought it was hilarious.

Taiga's mast is 64 feet tall, so several times we had to wait for the tide to drop in order to slip beneath some of the bridges on the ICW. Even so, we tickled the VHF antenna on the bottom of some of the girders of the bridges.

We didn't get our first warm day until we made it all the way down to St. Augustine, Florida, which is mile 776 on the Waterway. But what a fabulous town — the oldest in North America, with the oldest fort! — that is for sailors. We took a city mooring for \$10/night, and dinked in to celebrate Katie's 21st. The town is tourist-friendly, and has lots of great restaurants and bars with live music in buildings dating from



the 1700s and 1800s. We loved St. Augustine so much that we made a point to stop off there on our way back north.

Crossing the river bars into and out of the Atlantic can be a challenge. In fact, we made two different entrances riding breaking waves. But with a cat, they proved to be a piece of cake.

Our trip to the Exumas kicked off from Ft. Lauderdale, after we had waited a week for fair wind to cross the Gulf Stream. We departed for Bimini, the closest island to the Florida coast, on a dying north wind that was forecast to go west, then southwest, something that would have been contrary to the normal clocking pattern. Sure enough, that didn't happen. By the time we entered the main current of the Gulf Stream about 10 miles offshore, conditions were ugly with the wind against the current, resulting in a sea state similar to when a Norther blows in the Sea of Cortez. We'd never sailed on a cat before we bought *Taiga*,

BALENA



That 'making land-fall' look.

LATTITUDE/RICHARD



IN LATITUDES



ALL PHOTOS LATITUDE/NICK

flash by.

The next morning, we headed directly across the northeast Tongue of the Ocean, which is very deep, to the Exumas Bank, and anchored at West Bay, New Providence Island, our first stop in the Exumas. It's not recommended by the cruising guides, but we found a great anchorage surrounded by lovely beachfront homes. While there, we connected to an unencrypted WiFi link, and thus got the news of the birth of our first grandson in Saipan. He'd been born during the previous night's spinnaker run!

From there, we motorsailed upwind into the prevailing easterlies to Highbourne Cay, where we snorkeled with Caribbean reef sharks, barracuda and lots of colorful reef fish. Nearby Alan's Cay is home to pink-skinned iguanas that are pretty aggressive about wanting a handout — because cruise ships bring passengers ashore with heads of lettuce to feed them.

From Highbourne Cay, we slowly worked our way southeast down the cays, taking advantage of favorable winds and skipping the more crowded anchorages for solitude. With the boards up, our Catana draws 42 inches at the rudders, so we were able to work our way into some great spots that other boats had to bypass. And as you can observe anywhere, the majority of mariners congregate in the marinas or in nearby protected anchorages, so in spite of the considerable number of boats in the Bahamas in the winter, we still had lots of opportunities to visit uncrowded places.

Jack, wearing his '99 Ha-Ha t-shirt, and Sherri, on the beach in the Exumas, which couldn't be more different than the Sea.



TAIGA

Coming into Highbourne Cay's shallow water.

When it comes to the shallow waters of the Bahamas, cats such as the Catana 44 'Taiga', which only draw 42 inches with the boards up, are far less prone to being lost on reefs than are large ships. The Catana 42/44/48/55 series is from the '90s, but they were well-built and are capable.

so we were surprised by the lively ride that resulted when six-foot beam seas hit the hulls in succession. The wave period was perfect to put one hull on the crest of a wave just as the other was in the trough. We had to really hang on!

The wind finally backed about two hours out, so the waves abated considerably. We made the 44-mile crossing in about 6 hours, which isn't a great VMG, but we had a 5-knot current to cross, so boat speed was about 8 knots.

The Exuma Cays are the part of the Bahamas that are south of the Abacos and Nassau. From Bimini, we sailed 78 miles ESE dead downwind under spinnaker across the Great Bahama Bank. What a gas that was on a cat, as it's so easy to set and douse a chute on the expansive foredeck with our 'Otto' driving the boat. Before we set the chute, we

put two reefs in the main to support the mast from aft — then let her rip!

We left Bimini about noon, and sailed on into the dark, then directly into a rising full moon. The wind varied by maybe a couple of knots at around 16 to 18 knots, during which time we made 10 to 12 knots with the boards up. Around midnight the wind dropped off, so we sailed off the rhumbline a bit, and dropped the hook in 12 feet of water — which is the average depth all the way across the bank. After years of sailing in deep water, it felt pretty creepy to be skimming over the bottom hour after hour. But it didn't take us long to discover the joys of lying face down on the tramp, looking for conch and seeing the rays and fish



TAIGA

CHANGES

And it's at the out-of-the-way places that you meet the more adventuresome sailors, isn't it? And they love to share their own secret places with like-minded sailors.

Because of time constraints, we turned back for Florida from just north of Georgetown. Next winter we plan to head down quickly to where we left off, and gunkhole our way further south to Long Island, then up the eastern side of Exuma Sound to Cat Island, Eleuthera, and the smaller islands, before jumping off from Spanish Wells for the return to Florida next March.

All the GPS charting programs have waypoints for safe passages in these shallow waters, and many sailors follow the straight lines so religiously that they will pass each other by mere feet rather than veer off course even a little. It can lead to some interesting VHF exchanges. We used the waypoints as turning points, but usually sailed off the rhumbline to get better wind angles. We also saw four sailboats go aground together coming into Bimini because they ignored the floating channel markers. Even though their GPS course took them through three-foot breaking waves onto a sandbar that had drifted from its previous position, they weren't going to change course. They were eventually pulled off by locals in runabouts, who were happy for the business. So much for blindly following the electronic wizard.

In the shallow waters of the Bahamas, it's not at all uncommon to see boats — particularly deeper draft boats — aground.



It turns out that the Exumas have pretty good sunsets, too.

LATTITUDE / NICK

We'll report on our return trip to Florida in the next issue.

— jack & sherri 08/04/11

Kailani — Deerfoot 63 Harley, Jennifer and Sophia Earl The 10,000-mile Delivery (Sausalito)

Just before noon on June 30, after nine months and 9,974 miles enroute from Marmaris, Turkey, our new-to-us *Kailani* sailed through the Golden Gate to her new home at Paradise Cay in Tiburon. There were five legs to the delivery: Turkey to Palma de Mallorca; Mallorca to St. Lucia in the Eastern Caribbean, a trip that because of extremely light winds saw us nearly run out of provisions on the 26th day; St. Lucia to Panama. Panama to Cabo; and Cabo to San Francisco.

The last leg of the delivery was halted at Half Moon Bay so that many of the 13 crew who had helped bring *Kailani* to her new home could enjoy the last few miles to the Gate and into the Bay. As had been the case for the bash up from Cabo to San Diego, and the leg north from San Diego, the weather was benign to the last. In fact, we saw no breeze on that last day until it freshened just a quarter of a mile west of the bridge, at which point we reached into the Bay under plain sail on the last of the flood.

Why buy a boat that was 10,000 miles away? We knew we wanted a Dashew design, and there just weren't that many of the older — and therefore less expensive — Deerfoots around. The one in Turkey happened to have the three-cabin layout that was important to us. We also liked the fact that she'd been built by Salt-house Boatbuilders in New Zealand of fiberglass rather than aluminum. If we had to do it over again, there's a good chance we might compromise on some of the things we wanted, buy a boat closer to home, and maybe have a yard do a few modifications.

People ask us how the Deerfoot compares with the Hans Christian 41 *Manu Kai* on which my wife Jennifer and I did a circumnavigation from '03-'06. My analogy is that it's like comparing a Porsche SUV with a Volkswagen SUV. *Kailani* is quite a bit longer, of course, and because her original Great Lakes owner wanted her to be faster than her sisterships, she has several more feet on the



keel and seven more feet on the mast. Naturally, she's bigger inside, but probably not as much as most people think, as Dashew boats always have a lot of storage space forward and aft.

Jennifer and I, along with our three-year-old Sophia, have subsequently been converting *Kailani* from a vessel being delivered to our new home. This has involved lots of cleaning, sorting and re-stowing, and sprucing up below.

In May of next year, I'll be sailing *Kailani* off to the South Pacific under charter to Manu Kai Ocean Adventures. Once I'm there, Jennifer and Sophia will join me for some South Pacific family cruising before chartering again to MKOA for the leg to New Zealand in November. Our charter guests will be gap year students, people looking for offshore miles, and other adventurers. After waiting out the cyclone season, *Kailani* will make her way back up to the Bay Area in time for the America's Cup on San Francisco Bay in the summer of '13.



TOM EDWARDS

IN LATITUDES



PHOTOS COURTESY KAILANI & LATITUDE

Spread; 'Kailani' in the Caribbean. Inset left; As seen from 'the top'. Inset right; The Earls are almost swallowed up in the spacious interior.

After '13, our cruising will be all about the education of our daughter. The kids Jennifer and I met while we were circumnavigating were so clear-eyed, bright, and mature, and each one of them could contribute to a conversation with adults around a table. That so impressed us, as well as how well they placed when they re-entered their respective school systems, that we're going to cruise our boat according to Sophia's education.

— harley 08/10/11

Scarlett O'Hara - Serendipity 43 John and Renee Prentice Down to One Option (San Diego)

Everything has changed for potential circumnavigators who are here in Southeast Asia following the murders of Scott and Jean Adam of the Marina del Rey-based Davidson 58 *Quest* and their

Seattle crew Robert Riggle and Phyllis Macay earlier this year by Somali pirates. The pirate situation remains very bad in the Arabian Sea, so *no* boats plan on going up the Red Sea to the Med at this time. That leaves only one route west, which is around South Africa.

This means that the next leg of our trip will be huge. Right now we're at Rebak Marina in Malaysia, but plan to sail a couple of hundred miles back up to Thailand for the fall and winter season. After returning to Langkawi in February to provision for the big trip across the Indian Ocean, we'll set sail for South Africa via Sumatra, Sri Lanka, the Maldives, the Chagos Archipelago, Mauritius, and Reunion, hopefully arriving at Richard's Bay, South Africa, in October. The plan is to round the Cape of Good Hope by January of '13, and head to the Caribbean.

Rebak Marina has turned out to be a good place to complete repairs before heading

off again. The rigging is now fixed, with new stainless steel turnbuckles. The deck is better after our having drilled 25 holes in it, filling the holes with epoxy and fiberglass, then repainting it. We've also chased down the inside leak, and have repainted the ceiling panels and varnished the interior trim.

In the middle of all this work, we made a 'visa run' to Singapore, as we must leave Malaysia every 90 days to get new visas. We needed to get our EPIRB fitted with a new 5-year battery, so we had to travel by land, as you are not allowed to fly with EPIRBs. It was quite the adventure, as we took a ferry from Rebak to Langkawi, a cab to the ferry terminal in Kuah town, then a ferry across the channel to mainland Malaysia. After eating at Kentucky Fried Chicken, we boarded an overnight bus from Kuala Perlis to Johor Bahru, the second largest city in Malaysia. Fortunately, it was a very nice bus with large reclining seats, and only six of the 24 seats were occupied.

Johor is home to Danga Bay Marina, so we stopped in for a few days to see our good friends and vets of the '04 Ha-Ha, Jerry and Kathy McGraw of the Newport Beach-based Peterson 44 *Po'oino* Roa. Then it was off to Singapore, which is only about a mile across the causeway from Johor. The process of checking out of Malaysia, getting onto a bus to the Singapore side, then checking into Singapore, and getting back on the bus to the MRT subway that took us 20 miles to town, took only 90 minutes. We luckily

For cruisers who have been kicking around the Third World countries of Southeast Asia and want a change, Singapore is total First World.



It's wise to replace turnbuckles in a timely fashion.

SCARLETT O'HARA



SINGAPORE SLIM

CHANGES

found the company to do our EPIRB battery fairly easily, despite the weird way buildings are numbered in Singapore.

We then spent two days in Singapore. Having been there once before, we made reservations at a new hotel near the shops we hoped to visit. The

hotel was located on the MRT line, so travel around Singapore was exceptionally easy for us. We can't say enough good things about the MRT and Singapore, which is the cleanest big city we've ever visited, and which seems incredibly safe. They do have strict laws governing everything

The sparkling MRT.

from spitting on the sidewalk to drugs. You really don't want to do these things in Singapore.

We visited the tourist area of Clark Quay the first evening, and had some wonderful Mexican food while sitting at a fantastic riverside table. It was a marvelous setting. We spent the next day wandering the city searching for hard-to-find items such as DVD cables, batteries, good crackers and such. Then we took the monorail to Sentosa Island, where Universal Studios is located, along with some good restaurants, shops and beaches. We were so wiped out that we didn't make it to the night zoo, so we reversed our path back to Rebak — and back to boat projects.

— renee and john

Profligate — Surfin' 63 The Wanderer And De Mallorca

Rebak Resort Marina is both well run and well-protected, making it one of the most popular marinas in Southeast Asia.



SINGAPORE SAM

The Baja Bash (Tiburón)

We're not gentlemen — and we can prove it. For the second time in three years, we've just completed a 1,000-mile Baja Bash — because we started in Puerto Vallarta. And as everybody knows, gentlemen don't bash to weather.

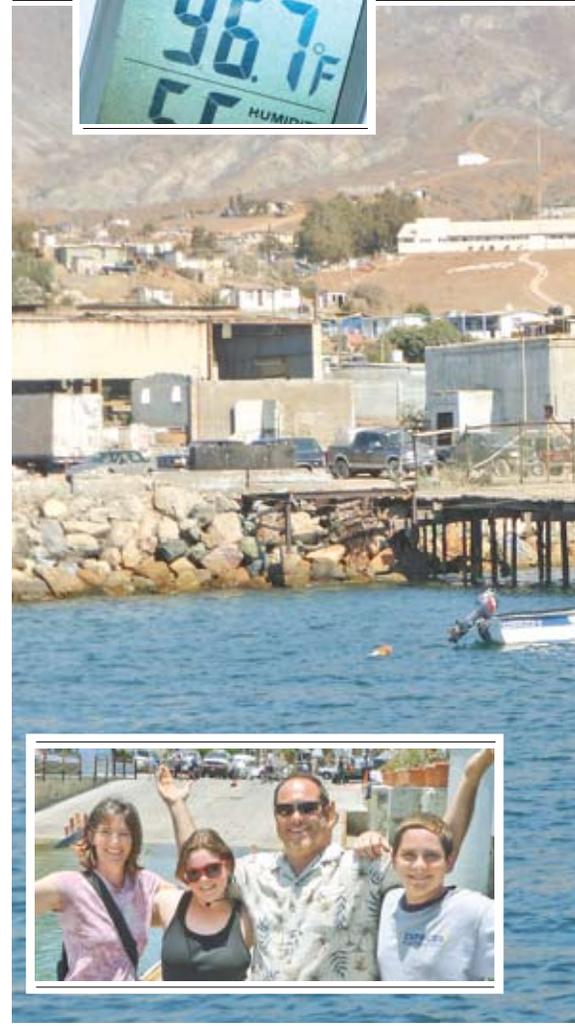
It being so late in the season, we figured that all we had to do was avoid the hurricanes — *Dora* and *Eugene* were never serious threats — and we'd be able to finish the Bash in six days of mellow weather. Ha!

Based on GRIB files, it looked as though we'd start with an easy 275-mile putt up to Cabo San Lucas. Unfortunately, GRIB files don't forecast the flu. Less than 12 hours into the crossing, we got the dry heaves, and for the next 18 hours tried to puke out stuff that just wasn't there.

We recovered about 40 miles southeast of Cabo, just in time to get walloped by winds to 35 knots which the forecasts had somehow missed. Commander's Weather later told us that it had been due to massive thunderstorms moving up the Sea of Cortez to Arizona, creating a greater than normal pressure disparity between the Pacific and the Sea. All we can say is that if you're going to get 'fire hosed' with spray every 30 seconds in the middle of the night, it's nice when that spray is 80 degrees.

When we finally dropped the hook off Mango's, it was 3 a.m., quiet as a mouse, and calm so close to shore. The quiet was broken shortly after dawn — and until late in the afternoon — by fishing boats, an astonishing onslaught of recklessly operated Jet Skis, and the DJs at the various beach bars hollering "Who wants to win a free round of shots?" When we first sailed to Cabo in '77, there was just a bus stop and a tent on the main beach. It's not like that anymore.

Licking our wounds for the next 36 hours, we were surprised to find ourselves actually liking Cabo a bit. We walked to the TelCel office and got a new data card to go with our new Mac Pro. We checked how significantly lower the price of Delo 300 oil is the farther you get from the marina chandlery. Then, on the 'wrong' side of Camino Lazaro Cardenas, we found a friendly place that served delicious food at local prices. We also bumped into the Boren family of the Port San



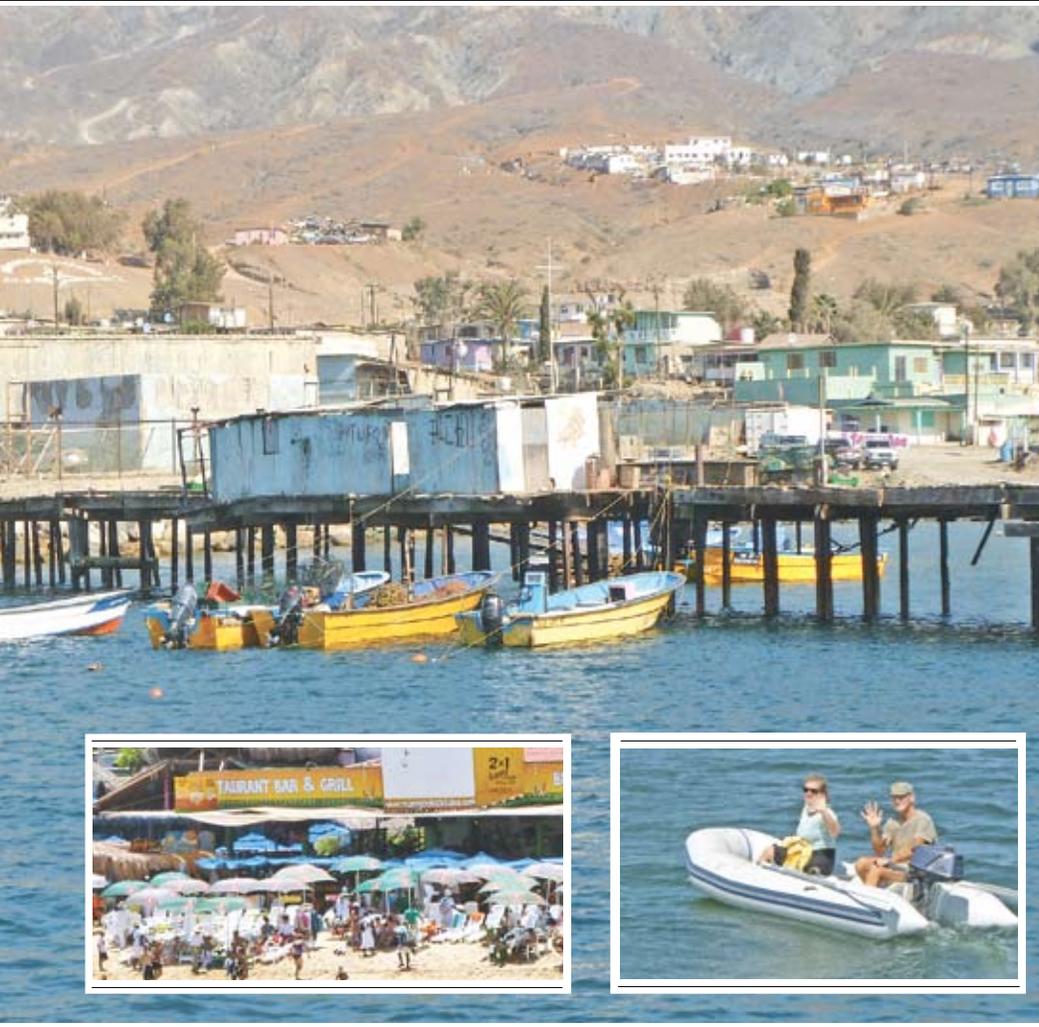
Luis-based Hudson 51 ketch *Third Day*. Parents Rich and Laurie had previously thought that after three years in Mexico, they'd finally return to the States this summer with son Jason and daughter Amy. But the more they thought about it, the less attractive the idea sounded. So they had driven down from their boat in La Paz to get their visas renewed in Cabo.

What we enjoyed most of all was just sitting on the boat and enjoying — after all the Jet Ski people had gone back to their rooms — the beautiful setting in Bahia Cabo San Lucas. It's a little harder to appreciate these days, with all the development, but Cabo still has a little natural magic. The wonder of it all was the tremendous variety to be found in the 30+ fleet of sunset cruise boats that took to the water each night.

We take that back. The real wonder of it all was the bit of ersatz Americana we saw when we swam to shore to enjoy a sundowner. Mango's just happened to be having a wet t-shirt contest when we

IN LATITUDES

ALL PHOTOS LATITUDE/RICHARD



Spread; The Cedros Village harbor. Insets from lower right; Friends Joe and Christie of 'Nordica'. Booze, boobs and Jet Skis — Mexico knows what Americans love. The Borens — who had the good sense to stay in Mexico for another year. Cabo was 96° — a respectable summer temperature.

arrived. We need not have worried that they wouldn't be able to find any willing contestants on a Tuesday afternoon, because driven by either a powerful need for attention or the \$100 first prize, there wasn't a shortage.

Indeed, two of the entrants were vivacious, sophisticated, tat-free sisters in their early 20s from Southern California. Although both the girls were rather flat-chested for such a competition, they were both very attractive and in terrific shape. They knew they were hot, but they were very good-natured about it. Weirdly, their titillating the horn-dog crowd was enthusiastically cheered on by dad and mom — the latter thankfully turning down the daughters' request that she join them in the competition — and a perplexed looking 10-year-old brother. The 18-year-old brother didn't have time to cheer, because his sisters had demanded that he be drafted for the job

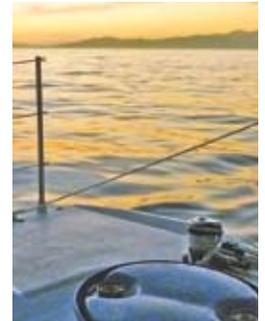
of wetting their boobs and those of the other contestants.

It was a spirited competition, as the younger sis tried to outdo her older sibling by prancing all about, flashing the crowd, and repeatedly engaging in lesbo kissing bouts with a fellow competitor from Calgary. As bewitching as the younger sister was, she started her 30-second act by running across the stage and executing a perfect handstand flip right onto the lap of the judge! Eat your heart out Mary Lou Retton. But nobody was swayed, and the more sophisticated — but still very naughty — older sis was awarded the \$100. The entire family seemed delighted with the outcome.

That was about all we could take of American-style family togetherness in Cabo, so we took off at dawn

the next morning. We got hammered by winds close to 30 knots rounding Falso, but as often happens, conditions melted 10 miles up the coast.

Not caring what the GRIB files had forecast, that night the wind and seas decided to act up near Tosca. We briefly thought about anchoring under the Tosca Light, but it was a black night, and neither the Tosca Light nor our depthsounder was working. Then, too, we remembered being anchored in



At least it was calm while motoring past Turtle Bay.

Cabo years ago when the Kiwi delivery crew on the C&C 61 *Triumph* anchored at Tosca one night — and ended up on the beach the next morning. Our solution was to just put the donks in neutral and drift. We drifted to leeward at an alarming four knots until we put the helm hard over, reducing the speed of the drift by 50%. After we'd power napped for about two hours, the wind and seas backed off, and we motored into Bahia Santa Maria at about noon the next day.

We spent 36 hours at BSM, which seemed oddly vacant without the 150 or so Ha-Ha boats we normally see there. During our stay, Joe and Christie Hague of the Ventura-based Aleutian 51 *Nordica*, also sitting out weather, came over for an afternoon of socializing. What great folks! They told about leaving their boat unattended on the hook in Zihua, then renting cars to drive down to Huatulco and inland to Patzcuaro — and loving it. They'd had the boat hauled in Puerto Escondido, Baja, and originally intended to leave her there for the summer. After a change in plans, they called Elvin at PEMS, got him to shuffle a few boats in

Friendly Cedros Village Port Captain Isaac Lopez, here on the dock with Dona de Mallorca, encourages cruisers to stop at his port.



LATITUDE/RICHARD

CHANGES

the crowded yard, prep the bottom, and launch *Nordica* on short notice.

It turns out that Christie was being a bit of a naughty nurse. She'd just had neck surgery and wasn't supposed to subject her neck to any banging around. Not that there would be any of that on a Baja Bash. We enjoyed meeting Joe and Christie, and looked forward to



The very helpful Hilda Moreno of Marina Coral.

having dinner with them up at Turtle Bay. Alas, we were doing nine knots past Turtle Bay at sunrise a couple of days later, so there was no way we were going to stop.

Knowing that Cedros Village on Cedros Island was a port of entry, we figured it could be

— despite what the cruising guides said — a port of exit too. So we pulled in and hailed the port captain on the radio. A short time later, the Isaac Lopez, the friendly port captain, pulled up in a truck. De Mallorca leaped off the bow of the cat onto the cement dock, and away they went.

As the clearing out process continued in his office, Lopez told de Mallorca that he is disappointed that some cruisers feel they aren't welcome at Cedros Village, and that some are under the impression that Cedros is somehow dangerous. Lopez said neither of those things is true, and that he hopes that many cruisers will stop at Cedros Village. In fact, he said that if he were given two week's notice, he could have plenty of clean diesel available. The little harbor at Cedros offers great protection.

Rather than anchoring, we motored '*Profligate*' at the Marina Coral fuel dock. Too bad it hadn't been this calm 30 miles south the night before.



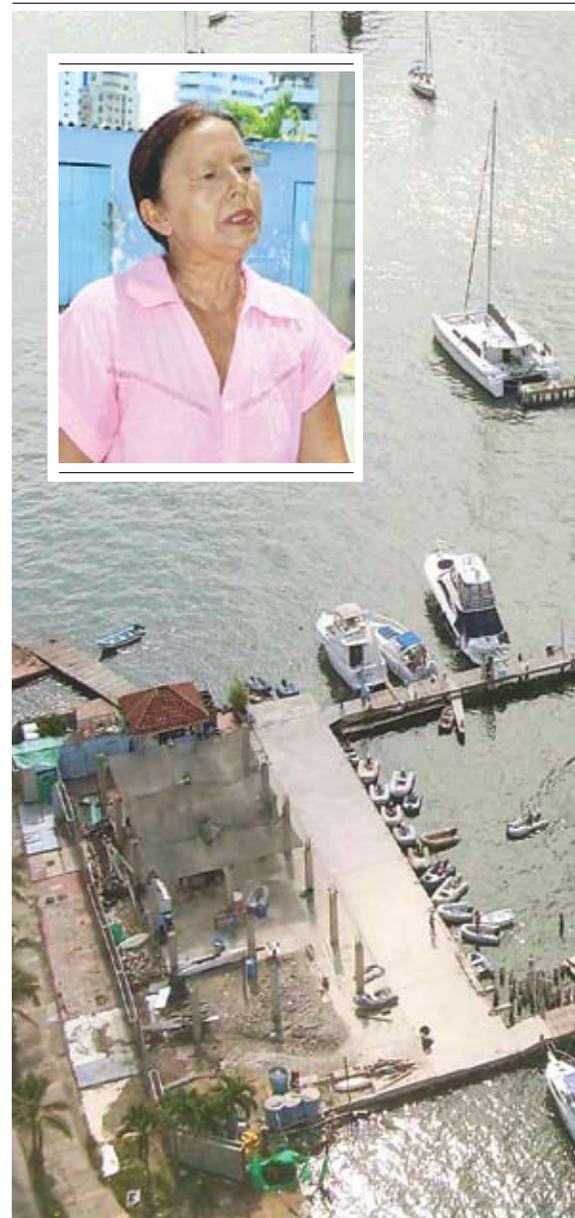
in circles for about half an hour as Capt Mallorca took care of the paperwork. Before long, a family of about six appeared on the dock waving their arms. They'd come down because it appeared as though we might need help, and they wanted to do what they could. How very Mexican of them! It turns out they were from the San Fernando Valley, and were down at Cedros on a two-week vacation. "We love it here," said Carlos, "as the people and fishing are great. We just catch the plane from Ensenada."

With the weather looking good, and the port captain confirming that it was a propitious time to go north, we pushed on. Nonetheless, that night we got the slam-bams again, and had to go way out of our way to give Sacramento Reef a wide berth in the dark. A little beat up by the time the sun had come up and the winds eased, we and de Mallorca discussed which of the several upcoming anchorages we'd stop at. But every time we came to an anchorage, we'd just keep going. It's hard to stop the 'mo'.

The last anchorage was Colnett, and skipping it too turned out not to be the best idea, because six hours later we were getting lambasted by strong winds and some of the sloppiest seas we've seen this side of the Potato Patch. It was a frothy cauldron. Ironically, *Profligate* seemed aloof to the conditions, handling them with much more aplomb than she does the smaller but more rhythmic stuff. Oddly enough, after the wind increased from about 25 to 30 knots or more, the seas became flatter. It must of had something to do with the current and then the lack of it. Once again the autopilot couldn't keep the boat on course with both daggerboards up, so we had to drive from outside again. Fortunately, it wasn't a cold night.

In the wee hours we pulled into Ensenada's Marina Coral, where Marina Manager Hilda Moreno had her night guard ready with a flashing light to guide us in to the fuel dock. Ms. Moreno runs a very friendly and efficient operation, and the diesel was only \$3.40 a gallon. We can see ourselves stopping there again.

The following afternoon we checked in at the Police Dock in San Diego, then proceeded to our summer base at Driscoll's Boatyard on Shelter Island, where we have many good friends and the action never stops.



De Mallorca seemed embarrassed by the fact that we'd taken 10 days to complete the 1,000-mile Bash from P.V. What's more, she seemed to think the Wanderer, of all people, was to blame. "I've done about 12 of these Bashes with *Profligate*, and this one was the slowest yet," she grouched. "If I'd had my regular crew, we never would have stopped."

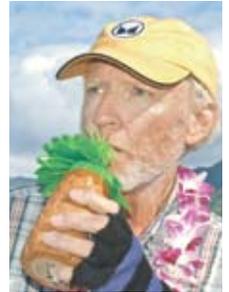
Well, bully for her. If it had been up to us, and we hadn't had deadlines, we would have gladly taken a month to do the Bash. So much nature, so few people — who could ask for more?

After just a couple of days of the hub-bub of the States, and getting to visit with our kids, we started missing Mexico. Badly. Fortunately, we had something to console us — it was less than three

IN LATITUDES



BOTH PHOTOS COURTESY CLUB NAUTICO



Burns, after last year's Singlehanded TransPac.

the 30 or so boats that are still docked there. Longtime Dockmaster John Halley has moved on, leaving Candelaria's son to run what's left of the operation. The street view of the future of the club is that both the township and Candelaria have lawyered up, and therefore 'justice' will be served after the standard five-year delay in the courts. Make that 'Creole-style justice', the main tenet of which is "them that got are them that get."

"The 'smart money' view," continues Burns, "is that since the Club never owned property or right-of-way to the bay, it was essentially a squatter operation subject to whatever concession the township was willing to grant. And I know for a fact that Cartagena is cracking down on squatters. Two other nearby sites for competing 'yacht clubs' are in planning stages, undoubtedly with a vested interest in eliminating budget-cruiser competition such as Club Nautico. In other news, Cartagena is expanding prodigiously, with exploding private vehicle ownership, which has resulted in jammed roads. Nonetheless, the historic city retains its charm, friendly and engaging natives, great beer, and terrific restaurants galore."

"As for ourselves, after a long time without a boat, we purchased the Catalina 309 *Southernaire*, which took me to Hanalei Bay in the '10 Singlehanded TransPac."

So for all intents and purposes, no more Club Nautico. No more **Panama Canal YC**. No more **Pedro Miguel Boat Club**. And no more **Balboa YC** — at least

Andrea, Sam and Alicia Burns' daughter, plays with some relatives on the beach in Cartagena, Colombia, once home to Club Nautico.

Spread; Club Nautico in Cartagena, with former clubhouse site in the lower left. Inset; Candelaria Trucco — owner or squatter?

months to the start of Ha-Ha XVIII. We can't wait to be heading back south, and hope that you'll be joining us at the starting line of the 'Barely Legal' Ha-Ha.

— latitude/rs 09/07/11

Cruise Notes:

"The famous **Club Nautico de Manga** of Cartagena, Colombia, is no more," reports Sam Burns of San Jose-based Catalina 380 **Southernaire**, who was recently there for three weeks with his Colombian wife Alicia and their daughter Andrea. Burns first arrived in Cartagena in '93 aboard his Irwin 30 **Grasshopper**. He met Alicia while there, and the two

of them went into the baby products — Snuggli-type carriers, baby gates, Lego-type toys — business in Colombia and Venezuela. After Andrea was born in '99, they moved to the Bay Area and went boatless.

"After the Club Nautico clubhouse was leveled, only the docks and the Capitania office remain," continues Burns. "That means the few anchor-outs who remain have no restrooms, shower, laundry, or other facilities, so they are uniformly unhappy. Despite the lack of facilities, Club Nautico owner Candelaria Trucco still collects dock fees — typically \$40/week — from



SOUTHERNAIRE

CHANGES

such as it was in its glory days. Things sure have changed in that part of the cruising world, and in our opinion, not for the better.

Greg and Debbie Dorland have been cruising the East Coast of the United States aboard their Tahoe-based Catana 52 **Escapade**, and have found the Northeast to be more to their liking than the Chesapeake. "Newport has been a gas!" Greg says. "We arrived just in time to see the start of the TransAtlantic Race, and can't believe the number of spectacular boats that pass by, or the number of bars on the more-than-250-year-old Bannister's Wharf. But we're now here at Martha's Vineyard, where President Obama is expected to arrive at any minute. We haven't yet received our invitation to join him and his family at their vacation compound, but it should come any time."

The Northeast, of course, doesn't have reliably fine weather. While at Provincetown, for example, the Dorlands rode out 30- to 35-knot winds on the hook. "It was so rough that we had to stay on the boat and watch a movie and the dog



SECRET SERVICE

"Yo!" the casually dressed President called out to Greg and Debbie at the Vineyard. "Swing by if you get some time, we're here all week."

had to pee on the last transom step. In addition to periodic rain, we gave up on going to Maine because everyone said it was too cold. As much as we like the Northeast, we'd rather be back in the

Caribbean and warm — which is where we're headed next."

There's sad news out of Palmerston Atoll in the Cook Islands, as American's Frank and Gail — last name unknown — lost their 42-ft sloop **Riri** — type of boat and hailing port unknown — on a reef after the loop on the mooring she'd been secured to apparently failed. The locals, who were said to have just checked all the moorings, are reported to be almost as devastated as Frank and Gail. We hope to get more factual information on this unfortunate incident for the next issue of *Latitude*.

We're not talking about the fact that **Lady Gaga** just spent a couple of days surfing at Punta Mita, the same place where Kim Kardashian and her new hubby Kris Humphries famously frolicked on the beach, or where surfing legend Gerry Lopez periodically gives yoga and surfing instruction. No, we're talking about the sailing and sailing-related excitement that's brewing on Banderas Bay. For instance, the sailing portion of the 28-nation **Pan American Games** will

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be based out of the Vallarta YC at **Paradise Beach Resort & Marina** in Nuevo Vallarta October 10-24. You can't have games such as these without a torch, and late on the afternoon of October 7, two of the people who will be bearing the torch will be Graziano, the brilliant developer and hands-on manager of the Resort, and Harbormaster Dick Markie. Oufitted in a Pan American Games track shirt and shorts, Graziano will run with the torch from the resort's amphitheater, through the lobby of the hotel, and out to the pyramid at the entrance. The torch will then be passed on to Markie, who will take it from there to the bridge near the entrance to the oceanfront peninsula, where he will pass it along to someone else. If you're in the area, you won't want to miss it.

After passing the torch, workaholic Graziano will no doubt rush back to work, as one of his newest buildings will soon become home to *both* the **San Javier Centro Medico Turistico**, which is a branch of one of the most prestigious teaching hospitals in Mex-

ico, and a **casino**. The hospital will specialize in tourist medicine — meaning things like hip and knee replacements, and various nips and tucks — while the 22,000-sq.-ft. casino will specialize in fun and games. Markie categorically denies rumors that some slot machines will pay off in various medical procedures, such as three cherries winning a boob job. In addition to the hospital and casino, Graziano is opening up another large housing development, digging six new wells, and building a state-of-the-art sewage treatment plant. He's also bought Markie a big dredge with a 10-inch suction pipe, all the better to keep the channel into Nuevo Vallarta deeper and clearer than ever.



PARADISE BEACH RESTORT

The main part of the marina at Paradise Marina. The channel to the bay is in the lower left, and the beach is only 200 yards away. Sweet.

Speaking of hospitals, Laurie Ailworth of the Vallarta YC and others were recently given a tour of the new **Mari-Med Hospital** that's opened up near Marina Vallarta. Ailworth and others say they were blown away by the state-of-the-art equipment at the new facility, and the fact that patients can reserve the spec-

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tacular Presidential Suite for little more than what it would cost them to sit on a broken chair for several hours waiting to see a doctor in the emergency room at S.F. General.

Given the state of the world economy, it's hard to believe that more resorts and condos are still being built on the north shore of Banderas Bay, and that more Americans and Mexicans — including many professionals from Guadalajara — are moving full-time to the still relatively small village of **La Cruz de Huanacastle**. But it's true. Indeed, ground has just been broken on a new four-lane road from La Cruz to Punta Mita, all the better for the Lady Gagas and Kims to get to their places at the tip of the bay. As for La Cruz, home to the **Marina Riviera Nayarit**, it will no doubt be repainted again just before March's **Copa de Mexico** sailing regatta, as that is slated to be the last big bash of the six-year term of Mexican President Felipe Calderon — who loves sailing. The Copa will coincide with the finish of the San Diego to Puerto Vallarta Race, the MEXORC, and the Banderas Bay Regatta. Big money will be spent, so if you're in the area, you might want to



LATITUDE / NICK

'Rotkat', Arjan Bok's self-built San Francisco-based Lidgard 43, thrives on Banderas Bay, home to Mexico's finest sailing conditions.

be part of the fun.

In addition, Pedro Fernandez de Valle, one of the owners of the Marina Riviera Nayarit, has promised not only a pool by the ocean before the start of the cruising

season in November, but a big **'Cruise to La Cruz'** event to attract this year's cruisers to Banderas Bay in time for late November's **Banderas Bay Blast, Pirates for Pupils Spinnaker Run for Charity**, and the Vallarta YC's big **Chili Cook-Off for Charity**. All these events take place between November 29 and December 3. It's after the water has usually cooled in the Sea, so we hope to see you all there.

Ha-Ha and Mexico-bound folks take note! Up until August 1, mariners had been able to tie boats up at the **San Diego Police Dock** for \$10.50/night for the first five days, then \$21/night for the second five days. Electricity, water and a basic bathroom/shower facility were included, so it was a good deal. But now it's now 75 cents/ft/night. For those of you who weren't math majors, that would be \$37.50 for a 50-ft boat, \$30 for a 40-ft boat, and \$22.50 for a 30-ft boat. Boats can now stay for 15 days at the same rate in any 40-day period. The bad news is that these rates are only in effect until February 1 of next year, at which time they will go up to \$1/ft/night. Does

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anyone else wonder if the dramatic berth rate increases are a reflection of San Diego public employee pensions being way underfunded? There is still a free anchorage — up to three months — in San Diego Bay for boats not registered in San Diego County. Make sure you get a permit from the Harbor Police first.

A little way up the coast at **Newport Beach**, berthing and mooring rates have gone up, too. Whereas it used to cost \$5/night for a mooring, it's now now \$25/night during the May 1 to November 1 summer season, and \$15/night during the winter. There are some basic restroom facilities if you get a mooring near the Coast Guard Station, but other mooring areas only have public restrooms — if any facilities at all. And you have to dinghy ashore — unless you take one of the 10 or so \$40/night slips next to the pump-out station. Fortunately, mariners can now stay up to five nights for free — no permit required — at the anchorage in the middle of Newport Harbor.

When we anchored at **Cabo San Lucas** for a few nights before starting our Baja Bash last month, API officials came

by and hit us up for \$13/night. Ouch! To the best of our knowledge, that's much more than what is charged at other 'developed' Mexican ports. Lest anyone get the wrong idea, there are countless great places to anchor in Mexico, which, for mariners anyway, is the true 'land of the free'.

We don't imagine that Ed and Sue Kelly of the Des Moines, Iowa-based Catalac 12 Meter **Angel Louise** were very happy with us when they had to set their 300-ft long Jordan Series Drogue with 150 cones, hang on it for 25 hours in a gale between the Azores and England, then retrieve the whole shebang after the weather moderated. After all, the couple say that it was only because of *Latitude's* "thoughts and comments years ago" that they retired on *Angel Louise* and are now "cruising



AZURE II

'Angel Louise' in the Dart River at the same spot where the Pilgrims anchored before taking off for the New World on the 'Mayflower'.

her from ATM to ATM to pick up our Social Security checks each month." Fortunately, Ed says the gale was like childbirth in that now, several weeks later, they can hardly remember it."

By pure chance, the modest *Angel Louise* was assigned a space at the dock right next to the one reserved for the christening ceremony of a glorious

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"mystery vessel". She turned out to be the gigantic catamaran **Hemisphere**, the newest and — at 145 feet in length — the largest sailing cat ever built. Construction on the 500-ton monster had begun at the Derektor Yard in Connecticut as *Project Gemini*, but as a result of financial issues, she was shipped to the Pendennis Yard in England for completion. Built for the ultra-luxury tropical charter market, *Hemisphere* accommodates but 12 guests, who will be pampered by a crew of eight. She was slated to go out for \$150,000 — a weekend! — but that price estimate was before she had to be brought to England for completion, so it's likely gone up. The Kelleys, who are proud that their cat at least made it across the Atlantic on her own bottom, plan to live aboard at St. Katherine's Dock in London over the winter. Bloody fine idea — as it's usually too cold to riot in London town during the winter.

As for *Hemisphere*, cat mains are tough to reef in the first place, so we can't imagine what it's going to be like reefing the main on a 174-ft mast.

We haven't heard too much from Liz



After Liz Clark grilled this kingfish, it exacted its revenge by giving the Santa Barbara-based singlehander a nasty dose of ciguatera.

Clark of the Santa Barbara-based Cal 40 **Swell** lately, but she reports she's now in the Tuamotus, "having set off on a series of upwind hops eastbound through the

various atolls in search of more remote surf, sandy anchorages, friendly faces, fish, fruit, falling stars, fresh coconuts, and new adventures."

The start of her search for new adventures was delayed after she got ciguatera poisoning, which laid her low in the boatyard — "with no-see-ums and mosquitoes" — for several weeks. But she's feeling great again, and has already had some great adventures — and surf — with her friend Crystal.

Meanwhile, down in the tiny island nation of **Niue**, the government is planning to mint coins based on *Star Wars* characters, coins that can be used as legal currency in a country that otherwise does business in Kiwi dollars. May the funds be with you!

"We're at Port Vila, Efate Island, Vanuatu — which is the land of sky divers (the original bungee jumpers), dugongs, Big Nambas and Little Nambas (check them out), active volcanos (the world's most accessible), and John Frum Cultists (check this out, too!)," report Gordon and Sherry Cornett of the Ventura and Mam-

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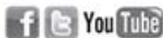
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moth Mountain-based Tayana 52DS **Serenity**. "It took three days and two hours to cross from Fiji, during which we had rough seas/calm seas, rain squalls/sunny skies, and full moon/overcast. You name it, we had it. It does feel good not to be rocking any more, as we had a consistent southerly swell of 6-9 feet on the beam all the way. It was oddly chilly, too, so we had to pull out long pants and sweatshirts. As for Port Vila, it's had an interesting past, as at one time it was British, another time French, and later on sort of half-British and half-French. The islanders are friendly and way laid-back — which makes them very different from the Indo-Fijians, who are real go-getters. Yet Port Vila is a bit cosmopolitan. For example, yesterday we had lunch at a Vietnamese restaurant. Very different. We're now on a long walk through town, and will soon be shopping at the *super marche* — which is always an adventure!"

There is outstanding news coming out of **Cabo Pulmo**, which is on the south-east coast of Baja, and the only coral reef

on the Pacific Coast of Mexico. Scientists from the Scripps Institute in La Jolla report that 14 years after local families made it a "no take zone," and it became the 71-square kilometer Cabo Pulmo National Park, the reef has made a spectacular comeback. "The fish biomass at the park had increased 463% percent," says the report, "and the biomass of top predators and carnivores increased by 11 and 4 times, respectively." Researchers found thousands of large fishes, such as snappers, groupers, trevally, manta rays, and even sharks. Let's hope that similar policies can be instituted — and enforced — in many other parts of the Sea, to restore it to its previous glory for the benefit of locals and visitors alike.

The Pimentel family's two-year cruise



OCTAVIO ABURTO / GULF PROGRAM

There's nothing fishy about the conservation efforts at Cabo Pulmo, which has resulted in its reefs making a remarkable comeback.

from the Caribbean to Turkey aboard their Leopard 47 catamaran **Azure II** is coming to a close. In fact, Jane and sons RJ and Leo are back home in Alameda getting ready for school, while dad Rodney and some friends are making the first of four legs in a delivery of the cat back to the Caribbean where she'll be put up for sale.

It wasn't until almost the end of their

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The Cruiser's Home in Mexico

CHANGES

family adventure that they had their first significant injury. Having set up a zip line over some very sharp rocks and into the water — as they had done many times before — at an anchorage in Turkey, there was a problem. RJ took off, but as he got over the rocks, the zip line snagged on one of the rocks.

"In what seemed to be slow motion, RJ fell like a skydiver, arms outstretched, directly onto the rocks," remembers Jane. "He bounced and then lay there. I dove in the water to get to him. RJ said some bad words — meaning at least he could talk! Two doctors from a nearby boat rushed over. Gingerly we loaded RJ into the dinghy and went to their boat. They examined him for internal injuries and broken bones. RJ was unable to stand, had a big gash on one leg, and had many other scrapes. After motoring for four hours to Marmaris, a taxi driver told us we could take him to the 'English Hospital' or the public hospital. He recommended the latter, saying it cost less and had more doctors. After wavering, I decided we'd start at the public hospital



COURTESY FLEETWOOD

The remarkable Jack van Ommen of Gig Harbor, Washington, has restarted his cruise to the Black Sea. More next month.

and see how it went.

"There was no fancy entrance, not really even a waiting room, just a few semi-injured Turkish people standing in a hallway around a desk," Jane continues.

"Nobody spoke English, but a few could communicate a little. All were kind. RJ was seen within 10 minutes, and X-rays were taken and analyzed by the doctor in less than 30 minutes. They said he had no broken bones, and wrote a prescription that we couldn't read, presumably for pain meds. The whole visit cost about \$100. Four days later, RJ was finally able to put weight on his injured leg and his scrapes were healing well. Whew!"

Cruisers love **Fiji**, and they love their fellow cruisers. But if cruisers don't follow Fijian policy, it could cost them over \$1,300 U.S. The Ministry of Health has been making it perfectly clear to everyone that if crewmembers of an arriving boat have any physical contact — as in, "We haven't seen you in soooo long, give us a big hug!" — with anyone already in the country before being cleared in by health authorities, they will be subject to the big fine. Fiji wants to make sure no cruisers bring The Plague to their islands. Before, officials just got unhappy with cruisers who violated the rule. Now they are going to fine them.



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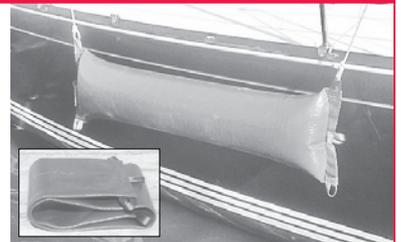
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10-FT ACHILLES, 1992. San Francisco. \$1,200. 10' Achilles inflatable with 8hp Evinrude. Both in very good condition, used in fresh water only. (415) 564-5209 or bswanso1@sbcglobal.net.

13-FT ZODIAC MARK II, 2007. Dublin. \$2,500. Like new Zodiac Classic Mark II, with bow bag fuel tank, ramp wheels, and center seat with custom hatch. Barely used, with all bags. 9.8 Mercury 2-stroke electric start. (925) 216-5507 or dabaker49@gmail.com.



21-FT ZODIAC HURRICANE rigid hull, 1995. Portland, OR. \$35,900/obo. 21'6" long. Comes with an EZ-Load trailer. Has a 4-cyl Yanmar diesel engine which powers a Hamilton Jet. This craft has been well cared for and handles great! Has 775 hours. Ready to GO. Well equipped. Call Erinn or Matt. Delivery possible. Contact (888) 891-9110 or (503) 668-5511 or jaksich@gmail.com.

12-FT BYTE CII, 2006. Santa Cruz. \$4,500. Byte sailboat - includes trailer, top cover, spar bag, sail bag, accessory bag. Excellent condition, stored inside and rarely used. Contact (408) 592-7273 or 2barbc@sbcglobal.net.

24 FEET & UNDER

22-FT CATALINA, 1988. Clipper in Sausalito. \$4,200. Lots upgrades! New roller jib and main, reinforced boom, bright new cockpit cushions, 100% new standing/running rigging by professional, self-tailing winches, Garmin GPSMap, VHF. Transferable sidetie Sausalito. Outboard available. <http://gallery.me.com/kathrynhelvi#100049>. (415) 722-2443 or kathrynhelvi@me.com.

23-FT AQUARIUS, 1973. Concord. \$3,000. Centerboard, trailer, VHF, re-done interior, new bottom paint, stereo, Porta-Potti, fish finder, 2 anchors. Great family boat. Contact (510) 529-1950 or rblaisdell@earthlink.net.



19-FT RHODES, 1962. Dinuba, CA. \$6,000. Number 777: Hull and top have new paint. Boat comes with main, jib and spinnaker sails. Sails and sheets in fair condition. Has trailer and new tires. All wood is in good condition. (559) 393-9118 or (559) 589-5183 or j-schaffer@att.net.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and Porta-Potti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

J/24, 1978. Fort Bragg, CA. \$3,500. Classic racing sloop w/trailer in good condition. Needs some minor cosmetic work on deck and bottom paint. Good rigging and halyards. Needs new sheets. Two usable mains, 100%, 120, 130, spinnakers. (707) 813-7644 or jnm@mcn.org.



24-FT C&C, 1978. Sausalito. \$8,300. Includes Johnson 6hp, new Harken furling, self-tailing winches, bottom job 1/09, new standing rigging, VHF, and spinnaker. New Pineapple jib and new running rigging. Contact (415) 331-8250 or nathan@modernsailing.com.



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24-FT RHODES TEMPEST, 1972. Petaluma. \$3,000. Good condition, with trailer. (707) 338-6492 or clarketonyc@aol.com.

18-FT MARSHALL, 1966. Trinity Center. \$11,000. Marshall Catboat, Grandpa's 1966, 18' Sanderling. New hinged mast, centerboard and EZ Loader galv trailer. Newish sail, lines, jackstays, Evinrude 4hp. Clean, not Bristol. Trailer sailed at Trinity Lake last 25 years. For more info: alpsail@gmail.com.

25 TO 28 FEET



COLUMBIA 26 MK II, 1972. Petaluma Marina. \$2,800/obo. Yamaha 4-stroke. 9.9 electric start outboard, roller furling jib, oars (yes, it can be rowed). (707) 986-7286 or (707) 223-2811 (cell).



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *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 Selden 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. Seeing is believing. www.lizbeth359.com. (415) 608-6919 or mland2@ix.netcom.com.

25-FT PACIFIC SEACRAFT, 1976. \$10,000. Swing keel, outboard, Porta-Potti. 8-ft sailing dinghy included. Trailer available (needs work). (909) 790-1288 or (760) 722-4940.



CAL 2-25 / CAL 25 MK II, 1979. Alameda, CA. \$11,950 w/trailer. Make us an offer. Fiberglass sloop w/Yanmar diesel. Exceptionally well maintained one-family boat in fresh water until 2003. New sails / rigging 2004. Equipped with systems found on much larger boats. You'll be hard pressed to find better kept cleaner boat. All systems work! Fixed lead fin keel, raised cabin top. Beautiful varnished teak handrails, companionway rails, tiller, hatch boards. Details available upon request. (408) 756-0370 or martythamm@aol.com.

MACGREGOR 26D, 1989. Mission Bay, San Diego. \$7,400. Dagger board, water ballast, 8hp 2-stroke OB, RF 150 Genoa, depth, stereo, good cushions, GPS, new portable toilet, gas grill, electric bilge pump, trailer with new surge brakes, spare. Contact (858) 382-3801 or jfrench07@gmail.com.

VANCOUVER 25 OFFSHORE, 1983. Marina Del Rey, CA. \$18,900/obo. Hull #1, bluewater cruiser, full keel, cutaway forefoot, cruise-away condition. Fully equipped. Radar, furling, etc. Boat and gear in excellent condition. Too much to list. Email for specs, pics. (323) 450-5433 or lazystar@aol.com.



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27-FT NEWPORT, 1971. Pier 39. \$Best Offer. Good running Yanmar diesel with 300 hrs. Mainsail and 2 headsails all in good condition. Boat is clean and dry inside. Sailed regularly. Great weekend cruiser. Contact (916) 716-1416 or ccoones@gmail.com.

26-FT RANGER, 1978. Vallejo Municipal Marina. \$4,000/obo. Tall mast rig, new Nissan 9.8 engine. Many examples, recent maintenance. (707) 448-2040 or rs1186@aol.com.

29 TO 31 FEET

30-FT BRUCE ROBERTS, 1984. Berkeley, CA. \$8,500. Heavy-built, hand-laid-up fiberglass cutter with flush decks. Beam 11ft., draft 4ft., 16hp Volvo diesel runs great. New Jabsco head, shower, hot/cold pressure water, propane stove with oven. 12-volt winch, 150ft chain, 2 anchors, 5 sails. Great liveboard sea boat. (276) 733-4358 or patriciakar1934@yahoo.com.

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30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland, Michigan by Slicker Yachts, 1982, bought new 1983. 29'10" long (9.2 meters); 11-ft beam, 10,000 lb. displacement. 4-ft draft (shoal keel). 6'2" headroom. Center cockpit, aft cabin. Forward double berth, aft queen berth. Head with sit-down shower. Galley: 2-burner CNG stove with oven. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. (925) 837-9408 or (510) 521-6477 or esterdotter@inbox.com.

30-FT PEARSON, 1973. East Bay. \$7,500. Fresh water berth. New bottom paint, new anti-slip, zincs, 3-blade propeller, vented cabin heater, re-powered with 2000 series diesel Volvo twin (@ 100 hours) optional roller furling. Ready for Mexico, Caribbean or South Pacific. (916) 217-6908 or chardonnaymoon@att.net.

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30-FT HUNTER 306, 2002. Ballena Bay, Alameda. \$58,000 or reasonable offer. Owner relocating, but heartbroken - boat is fast, "fully loaded", well-maintained, in beautiful condition, and ready to go. Easy to sail, too, all lines lead aft. Please email frances@netbox.com for more details.



30-FT CATALINA, 1984. Emeryville. \$18,900. Very clean, new cushions, dodger, interior refinished, excellent Universal diesel, autopilot, wheel, bottom paint 2010, new depth/speed, tabernacle mast, BBQ, autocharging, handheld radio, new stereo, hidden flatscreen, dripless packing, fridge, sleeps 6+! (206) 755-5280 or ryan_n_morrison@hotmail.com.

CAL 2-29, 1975. Richmond, CA. \$12,500. Great cruiser for SF Bay, Delta, coast and club racing. Maintained, updated, equipped. Easy singlehanding. Dry, roomy, comfortable interior, new stove, 3 new batteries, wheel, Autohelm, dodger, swim ladder, VHF, GPS, spin. pole, sun shade, solar panel, Yanmar 18 diesel, folding prop, 2 anchors, buoy hook, windlass and more. Full battened main, lazy jacks, roller furling, 155 genoa, new 110 jib, 125 jib, replaced standing rigging. Contact (925) 932-3679 or haleymason@earthlink.net.

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30-FT CATALINA, 1977. Berkeley. \$19,500. Excellent condition, cruiser/racer. Wheel steering. Universal diesel engine, M3-20B, 2004, 3-cylinder, regularly serviced. Gimballed stove/oven. Running rigging, regularly replaced and upgraded. New Spectra jib sheets 2010, Dacron main, 3 headsails, 2 spinnakers, new pole. Bariat #27 primary winches, 2-speed, self-tailing, rebuilt in 2008. Harken secondary winches, 40.2 folding prop, Brooks & Gatehouse network speed/depth. Bottom job Nov 2010 - Pettit Trinidad. Pictures on this website: www.alliancetradingdesk.com. Email laurie@alliancetradingdesk.com.

ISLANDER 30 MK II, 1974. Owl Harbor, Isleton. \$6,000. 4-cyl Palmer P-60. Teak trim, fiberglass hull. Propane stove, fridge, ice box, VHF, stereo. Extra sails, inverter. Very nice interior. (209) 293-1293.

30-FT CATALINA, 1982. Lake Tahoe. \$23,000. Std rig, Std keel. 3-axle trailer, diesel, new fuel tank. Clean bottom, propane system. Security alarm, solar panels, new cabin cushions, stern seating, wheel, autopilot, depth, speed, and wind instruments. Asymmetrical, bow sprit, rigid vang, upgraded winches, traveler, lazy jacks, Harken furling. Fully battened main, 150% and 155% genoas. Dry bilge, Flexofold propeller, 2 time Trans Tahoe winner, pristine Tahoe boat. (832) 247-9034 or chitwoodfarm@yahoo.com.



30-FT CHERUBINI HUNTER, 1978. Alameda, CA. \$10,500, price reduced!. MUST SELL! Ample cabin room w/ flawless interior. Reliable YSB12 12hp diesel. Wheel. Three headsails. New standing rigging '09. Sails like a dream. Originally priced at \$13,000. <http://picsaweb.google.com/Loughzs/1978CherubiniHunter30Sailboat?authkey=Gv1sRgCJ6B7f6XprX5wE&fea>. (206) 618-6291 or LoughZS@Gmail.com.

30-FT CATALINA, 1989. Moss Landing. \$34,500. Excellent condition. Universal diesel, 970 hours radar, roller furling, Dutchman flaking system, dodger, davits, chartplotter, autopilot 5000, propane stove/oven, refrigerator. Hot/cold pressure and shower, stereo, VHF, cockpit cushions. Pictures available. Contact (831) 753-2001 or (831) 320-8021 or skipper030@sbcglobal.net.

30-FT CATALINA, 1976. Fortman, Alameda \$16,900. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. Contact steve@hulawyers.com or (408) 219-4920.



30-FT NONSUCH, 1979. Newport Beach. \$29,950. Possible Newport slip. Electric halyard winch, GPS, autopilot, VHF, LPG cabin heater, LPG water heater. Solar panel, solar vent, Volvo diesel and saildrive. Extra sail and sailcover. New fixed propeller, dodger. Lots of gear and spares. Best priced Nonsuch in the country. (949) 675-1134 or jeansliechty@gmail.com.

32 TO 35 FEET



33-FT NAUTICAT MOTORSAILER. \$88,000. Two steering stations, separate head/shower, 90hp Lehman diesel. World cruiser, very spacious. Serious inquiries. (415) 203-5131.

35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$64,800. Similar to Tayana 37, but a lot less \$. Robert Perry design, located in San Carlos, Mexico, ready to sail the world, full cruise equipped. More information on our website. Note our lower price. <http://youngsun.squarespace.com/specs>. Email or call (970) 259-5102 or mohrmonte@gmail.com.

CAL 34 III, 1978. Brisbane. \$20,000. 2 boat owner. New Beta Marine diesel. New standing rigging with Schaefer 2100 roller furling 2005. Refrigeration, propane stove and heater, electric windlass, radar, autopilot, and much more. <http://loltech.com>. (650) 224-4211 or stan.loll@gmail.com.



34-FT TIFFANY JAYNE, 1983. Richmond YC. \$29,000 firm. Beautiful, fast (PHRF132) and responsive. Delightful to sail. In the spirit of the Alerion for 1/3 the price. One owner. Superb condition. <http://sites.google.com/site/tiffanyjaneforsale/>. (510) 525-0279 or rpakard@berkeley.edu.

ERICSON 35 MK II, 1977. Pt. Richmond. \$59,900. Well maintained, equipped for cruising. Refrigerated ice box, Lewmar ports, replaced water heater, holding tank, fuel tank, rigging. New main, roller furling, diesel, upgraded electronics. Much more. Contact (925) 935-4413 or sqsailors@hotmail.com.

32-FT WESTSAIL, 1975. Berkeley. \$38,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor windvane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or joe@xenotropic.net.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$30,000. Pilothouse ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Sound and cared for, but needs some interior repair. Great boat for San Francisco Bay and anchorages. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.

32-FT WESTSAIL. Pillar Point Harbor. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. (650) 303-3901.

35-FT ERICSON 35+, 1983. Emeryville, CA. Reduced to \$35,500 or offer. Excellent performer, good shape. Fairly new sails and electronics, new hatches, traveler. Has furler, spinnaker, dodger, Autohelm ST6000, diesel and more. Email for info, photos link. (925) 754-4560 or (925) 642-7600 or pmchin47@hotmail.com.



34-FT HUNTER, 1983. Antioch City Marina. \$34,000. Great family cruising boat w/6' headroom and spacious tri-cabin layout that sleeps 7. Westerbeke 21hp diesel, AGM batteries, 2 mains, 80/100/150 jibs, spinnaker, 3-blade prop, GPS chartplotter, H/C pressurized water/shower, 11 gal. water heater. New propane 2-burner stove/oven, Norcal 3.6cf AC/DC refrigerator/freezer, all new interior and much more. Very clean and well maintained boat! (925) 754-7599 or (925) 787-4037 or dwpfeiffer@hotmail.com.



34-FT ERICSON, 1971. Bruno's Island, Isleton. \$18,000. Great cruising and Bay boat. Well maintained, restored deck and interior, recent bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder. (510) 207-0111 or don@dondommer.com.

32-FT ERICSON, 1971. Bruno's Island, Isleton. \$18,000. Great cruising and Bay boat. Well maintained, restored deck and interior, recent bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder. (510) 207-0111 or don@dondommer.com.



35-FT J/109, 2004. Coronado Cays. \$198,500. Winner, comfortable cruiser; best-equipped and maintained J/109 available in the West with every available option. Royal blue Uultrasuede interior, hot shower, dual GPS systems, Tackticks, removable radar, five sails, lazy jacks, Yanmar diesel. Contact (858) 232-7500 or extixeno@aol.com.



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32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. (813) 966-1334 or holorrar@comcast.net. Contact for 2nd email: edhomer@hotmail.com.



COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/land trades viable. \$10,000 off for cash/gold coins. 2+ decades at sea, meticulously outfitted. Yanmar diesel runs great. Roomy, 7' headroom. Great cruiser, great liveaboard. Pictures, details, and info at website <http://thepinkpanty.net>. Contact boat4sale@sapphfire.net or (415) 692-1330.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$18,500. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tiller/pilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808. Call (310) 592-5701.



35-FT FAST CRUISER. Santa Cruz, California. Best offer or partnership. This boat has never been launched and begs to be finished! Hull sandwich of marine-ply, Divinycell foam and S-glass, epoxied. See website for more details. www.gilcarnal.com/boat/index.html. (408) 515-7051 or gil@gilcarnal.com.

35-FT GRAND BANKS (MAGELLAN) sailing yacht, 1964. \$11,500. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

36 TO 39 FEET



ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure. New bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches set to rear position for easy, singlehanded sailing. Farymann R30 engine. Radar and GPS. Contact (503) 481-9769 or cahhiway@aol.com.

37-FT RAFIKI, 1975. Brickyard Cove Marina. \$25,000. In need of some TLC. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and Stay-Lock fittings in 2000. Financial situation forces sale. Contact (415) 328-4273 or baysailor@sbcglobal.net.



38-FT AERODYNE. Cruising version, 2003. Tiburon. \$199,500. Bruce Martin high performance cruising boat. Anchor platform, electric windlass, retractable sprit, Leisure Furl boom with electric winch, seven stainless Anderson winches, radar, SSB with Pactor modem, full instrumentation with two large displays, autopilot, inverter, watermaker, diesel fired heater, refrigeration, dodger, BBQ, flat screen TV, new paint on topsides and bottom. Life raft. Yanmar with Gori prop. Set up to single hand. Totally ready to go to Mexico this fall. (415) 889-5225 or hspotter@aol.com.

39-FT BENETEAU 393, 2007. South Beach. \$155,000. Loaded, 3-cabin/2-head, big Yanmar 54 horse, 2 jibs, gennaker, dodger, auto and radar, deep draft, dinghy and outboard. Just hauled bottom and diesel serviced. Contact (408) 335-3566 or (408) 483-6699 or cilaandcharlie@sbcglobal.net.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

HANS CHRISTIAN 38T, 1977. Morro Bay, CA. \$69,000. Beautiful black-hulled Hans Christian 38T, new engine/transmission, bottom paint 5/11, new dodger, solar panels, structurally sound, very "stock". (805) 595-7896 or (805) 544-5779 or tombaxterdc@yahoo.com.



36-FT CATALINA, 1983. Benicia. \$39,900. This 1983 Catalina is special. She is an immaculate, fully loaded, upgraded coastal cruiser. It is the perfect family cruiser and/or liveaboard boat for a couple or single person wanting to experience the joys and freedom that sailing can provide - at a reasonable price! Also a respectable competitor around the buoys. We have had a ball on this boat. She is ready for cruising TODAY! She also makes a great home away from home even if you never leave the harbor. Fully set up for single-handing. Come see for yourself. Price is reduced. She's worth more, but we have to sell. Email us for complete description and more pictures. (775) 450-6229 or fshallenberger@gmail.com.



38-FT COLIN ARCHER, 1950. San Diego. \$35,000. *Marion D.* Norwegian built, pitch pine planking on pitch pine frames, white oak backbone, trunnel fastened, Ford Lehman diesel. For history, specifications, more information and contact: <http://mariond.squarespace.com>.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.



37-FT PACIFIC SEACRAFT Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.



37-FT YORKTOWN, 1969. Ventura Yacht Club. \$18,000. Cutter rigged sailboat, all roller furling, boomless, 24hp Universal diesel/new gearbox, radar, SSB/ham, VHF, Autohelm, windlass, spinnaker, custom swimsteps, dinghy. Good liveaboard/island cruiser. (208) 989-4991 or hipjim@aol.com.



36-FT NAUTICAT, 1984. Portland, Oregon. \$75,000. Automobile accident ends my sailing days. Was planning on sailing the world. Most equipment needed is on board, new and used very little - including sailing dinghy. Sea kindly with a cutaway full keel - a blue water boat. A 50/50 boat perfect for foul weather, it can sail or motor all day. Excellent visibility from a large pilothouse. Easy to sail and has been fun for our entire family. An ideal liveaboard with 6' clearance throughout. Sleeps 4 easily and a snug 7. More at <http://sites.google.com/site/pdxcelebration>. Email pdxcelebration.kniffin@gmail.com.

39-FT CAL, 1980. Morro Bay. \$60,000. Cruise equipped. Autopilot, Monitor, radar, SSB, roller furling, extra sails, galley update, 3 anchors, etc. (805) 674-1944.



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42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$94,000. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. Contact leluya123@gmail.com or (650) 241-1440.



HANS CHRISTIAN 38 MKII, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, wind-vane, autopilot, cabin heater, HF/ham radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email hc38@gabrito.com.



40-FT ISLANDER PETERSON, 1979. Pt. Richmond. \$54,500. Peterson design, PHRF 72. Performance cruiser w/ comfortable mahogany interior, 6'5" headroom and tons of storage. Constantly maintained and upgraded. Rebuilt engine in 2010, Harken winches, new standing rigging, new lifelines, new stanchions, new thruhulls, Raymarine radar/GPS on aft mast, new instruments AP, inverter, golf cart batteries, new Balmar alternator and smart regulator, new foam and Ultrasuede upholstery, new working jib, '08 survey. Contact (510) 912-5800 or allison@webbnet.com.



36-FT CAL, 1965. Monterey. \$25,000. Fast classic. Veteran of many Mexico cruises. Nicely restored. Everything but the hull is under 10 years old. Recent rig, engine, sails, electronics. Extra tankage. Optional full cruising gear available. Monterey slip rights. Request brochure. Email daaddle@gmail.com.



VALIANT 40-112, 1975. Long Beach, CA. \$134,900. Cruise ready. A pre-blister V40 with fully battened mainsail, roller furling jib and staysail, navigation computer and all you need to go cruising. Major upgrades to all systems, high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot, anchor windlass. See website for more info and pictures. Contact Gary Schneider. www.yachtworld.com/boats/1975/Valiant--2384074/Long-Beach/CA/United-States. (562) 212-3783 or captaingary1@hotmail.com.



37-FT CF, 1978. Mission Bay. \$26,500. Designed by Shad Turner, built by Choate, PHRF 108, excellent family cruiser, sleeps 8, newer electronics, CNG range, autopilot, wheel steering, dodger, tabernacled, located in Mission Bay. More pictures and information available upon request. (619) 961-8333.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. For current photos, complete equipment list, see our website: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



36-FT CATALINA, 1993. Berkeley. \$63,000. Excellently maintained, equipped cruiser. Radar, GPS, Autohelm. New roller furling, anchor, safety lines, stainless steel bow pulpit and stern rails. Bottom paint 2011. Three racing headsails, two spinnakers. Low engine hours. Contact (408) 476-8080 or (925) 417-7321 or kelnaphillips@yahoo.com.



45-FT HUNTER LEGEND, 1987. Monterey, California. \$125,000. She is safe, strong, comfortable, and fast. Offshore cruise ready with new sails, electronics, refrigeration, and computer controlled steering. All systems are in perfect working order including the 55hp Yanmar diesel. Monterey slip available. (305) 394-5174 or jimkomo@gmail.com.

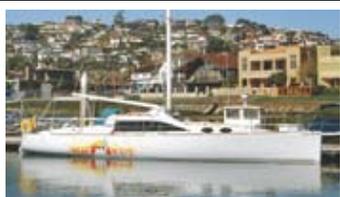




41-FT BARNETT CUSTOM SLOOP. \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey or go to website and search #1291703. <http://yachtsoffered.com>. (510) 834-3261 or rthumphrey@sbcglobal.net.



42-FT PETERSON, 1981. Long Beach, CA. \$42,000. Recent bottom paint 1/11. Rebuilt Perkins and drive, PSS 2007 electric head. Some instruments, GPS, VHF, older B/G. 3 Transpacs, numerous Ensenada races. (619) 985-5676 or (619) 287-4436 or nednight3@yahoo.com.



40-FT RIO HONDO, 2008. Phoenix. \$89,000. Custom trailerable cruiser/racer includes aluminum gooseneck trailer. 40' X 8.5' - 7' draft, 9600-lb disp, 4000-lb ballast. Legal towing width, patented mast system; rig and ramp-launch in 25 minutes, with drop keel and rudder. Racing: ORR .961, IRC 1.116, So Cal PHRF 36. North main, jib, MHG, A-spin. 6-man liferaft. 6-ft headroom, sleeps 6, inboard saildrive. See details on website: www.rhyachts.com/design1.html. (480) 231-0959 or sgmclintock@aol.com.

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! www.facebook.com/pages/Kelly-Peter-son-46-sailboat/172704439424234. (805) 459-1909 or woodeneye53@yahoo.com.



BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or sail@voleauvent.com.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Wabasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.



HOLLMAN 50 CUTTER, 1989. Richmond. \$149,900. Fast, cruising cutter rig, all sails furl from cockpit, all self-tail winches. Large galley, reefer/freezer, radar, nav station, autopilot, SSB, full width master, guest stateroom, 2 heads, stern scoop, strong FRP cored hull and deck. 280gal water/100 diesel. Major refit 2003, including new LPU and barrier coat. Possible liveaboard slip. Arizona owner aboard for most of summer. Call for more info. (520) 906-4351 or franke2u@aol.com.

40-FT CATALINA 400, 1998. Brisbane Marina. \$140,000. or 1/5 partnership \$300/month, \$9,400-equity. Radar, chart plotter, gennaker, full batten main, wind generator, liferaft, dodger, tons of gear and parts. Full keel SF Bay or offshore, mint condition. www.sailboatlistings.com/view/24514. Contact (650) 464-6493 or bruce.paris@cbre.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$153,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.

41-FT MORGAN OUT ISLAND, 1972. Marina del Rey. \$59,500. Aft cabin, sloop rig, center cockpit, 50hp Yanmar diesel, radar, autopilot, SSB, VHF(2), freezer, fridge, watermaker, anchor winch, dinghy davits, solar panel, Tohatsu OB. See website, then listing 1291754. <http://YachtsOffered.com>. (661) 548-6603 or (661) 577-7059 or hwothuis@juno.com.



47-FT CATALINA 470, 2005. Stockton, CA. \$319,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/full baths, gen set, heat and air conditioning, Flexofold prop, leather interior, stereo, flat screen TV, 3,000 watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or garrysail@aol.com.



50-FT FD-12, 1981. Sea of Cortez. Un-sinkable turn-key blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. Berths for 5-6 w/2 staterooms fwd and master stateroom aft, ensuite heads and great fore/aft privacy. See website for details: www.svdofdaydreamer.com.

46-FT JEANNEAU 45.2, 1999. Pier 39. Boat; \$165,000 - slip; \$30,000 - sale or lease option. Email only please to: sailorgirl1954@gmail.com.



42-FT COMANCHE, S&S DESIGNED. \$39,750/obo. F/G liveaboard ocean-cruising sloop. Modern underbody, fast, responsive, doublehander. Major refit-mast, sails, rigging, wiring, interior, dodger and anchor gear. Excellent Perkins diesel, new Doyle sails. Call for details. (415) 713-6876.

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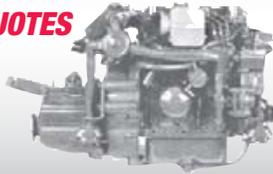
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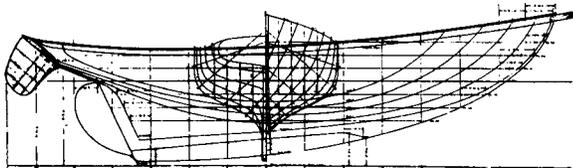
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83-FT TOPSAIL SCHOONER, 1991. San Diego. \$695,000. *Amazing Grace* is one of the most beautiful, best sailing and well maintained classic vessels on the West Coast, turning heads at tall ship festivals and everywhere she goes. Her stunning interior features a great aft cabin, spacious main saloon and remarkable wood work. Certified to carry 35 passengers and crew, she presents a rare opportunity for charter, liveboard and cruising. Completely ready to go, in great condition, with new equipment and electronics. Contact info@amazinggracetalship.com.



48-FT SO PACIFIC CRUISING KETCH. 1963. Central America. \$15,000. Tonga real estate clients and I purchasing fully-equipped sailing yacht for South Pacific pleasure and charter income. 2 of 4 \$15,000. Shares available - price of used car. PPJ 2012. See website for details, www.TongalslandProperties.com. Email jg@TongalslandProperties.com.



32-FT FAR EAST MOD H-28 KETCH. 1965. Richmond. \$12,000 Negotiable. Classic wood family sailboat, everything works, sails comfortably and is beautiful. All equipment included. Was a great project for Dad and sons. (510) 708-9731 or (707) 339-0855 or efgerhardt@gmail.com.

43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. Email alden309n@gmail.com.



36-FT DANISH DOUBLE ENDER. 1926. Sausalito. \$25,000. Custom-built in Nakskov, Denmark in 1926, *Tehani* is a classic example of a Danish double ender. 36' on deck, 9.5' beam, 5.5 draft. Full iron keel. Cutter rigged. 4-yr-old 29hp Yanmar with low hours, new main, gennaker, and staysail. Rebuilt bronze Baby Blake head and refinished interior. 4-yr-old standing rigging. Full boat cover and bronze lifelines. Garmin chartplotter with integrated AIS receiver. Boat is ready to go. <http://picasaweb.google.com/pgaetani/Tehani?authkey=Gv1sRgCJ3btuK3k7LhEg&feat=directlink>. Contact (415) 246-7712 or pgaetani@gmail.com.

MULTIHULLS



44-FT CATANA 44S, 1993. West Coast. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. Currently in Canada heading for California. More at www.mysticrhythmsadventure.com. Contact richard.mysticrhythms@gmail.com.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or brian.j.gibbons@gmail.com.



38-FT OFFSHORE TRIMARAN, 1980. Walter Greene's, Maine. \$77,700. Pro-built foam/epoxy Harris. Free delivery to the Bahamas. Diesel tired, new sails, paint, large double 2 sets of bunkbeds. Delivery possible. Will partner with buy-out/East Coast. Trade trailerable multihull. Pictures on eBay. www.ebay.com. (775) 745-2184.



29-FT CONSER WARRIOR, 1980. Long Beach. \$21,000. Beautiful and very fast. 9.8 Tohatsu-electric start/remote. Autopilot, LED nav. lights. New EP main, 4 jibs, spinnaker. Awlgrip LP paint. Marine head. See us on YouTube at <http://youtu.be/S2nyD3P49A>. Photos at <http://s602.photobucket.com/albums/tt108/Warrior29>. Contact (213) 840-2521 or soulsul@verizon.net.

46-FT PIVER VICTRESS, 1967. Moss Landing. \$9,800. 40hp diesel, good sails, Furuno electronics, new aluminum masts and rigging. Rebuilt all 3 hulls. Boat in good condition, preparing for long voyage. Plans changed must sell. Contact John after 5PM. (831) 236-0527 potroast4me@aol.com.

POWER & HOUSEBOATS



37-FT HERSHINE, 1979. Emeryville. \$79,900. This is not a project/fixer upper boat. She's ready now to cruise to Mexico or Alaska, or live aboard. Roomy, tri-cabin with too many recent upgrades and extras to list. Hauled and bottom painted, Jan 2011. Full electronics include radar, GPS/plotter, autopilot w/remote, wind, depth, and VHF w/MMSI. Electric windlass. Complete CG safety package. Galley, hot water, 2 heads with showers, cabin heater, holding tank monitor, lots of storage, exterior canvas covers and bug screens. Single 120hp Lehman diesel. Cruise at 6-8 kts at 2-3 GPH. Stern thruster. 200 gallons water; 350 gallons fuel. Transferable slip. Contact jhbueto@surewest.net for picture album, recent upgrades, and complete spec sheet.

43.5-FT LABELLE TRAWLER, 1983. Sausalito. \$125,000/obo. 360 view side tie adjacent to open space. Diesels w/500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. X-large custom galley. Master has walkaround queen, tub + private guest stateroom with large bed, head. Outstanding workmanship/condition. May finance or trade. (415) 999-5626.

45-FT BAYLINER & SLIP, 1987. Pier 39. \$259,950. Think outside the box. 2 bedroom, 2 bath boat and slip at Pier 39 G Dock. Panoramic views of the Bay and City, front row seat for America's Cup from Sky Lounge. Contact (925) 628-9700 or envinnov@comcast.net.



20-FT SEACRAFT, 2002. Sausalito, CA. \$14,995. Aster Angler Lefty Kreh edition. Sale includes 150 Merc Optimax OB, Tidewater braked dual axle trailer, Garmin GPS, VHF radio and all gear. Selling to buy a sailboat! All serious offers considered. Contact (415) 847-9088 or christopherlacey@gmail.com.

35-FT CHRIS CRAFT CATALINA. Sundeck, 1981. Sausalito berth. \$24,000/asking. Totally remodeled, clean, large salon and master w/large closet, separate shower in head. Great for home, floating office, cruiser. Good Chevy V-8's. Secure Sausalito berth, close to parking and tiled showers. May finance, lease option, or trade. (415) 999-5626.

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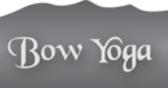
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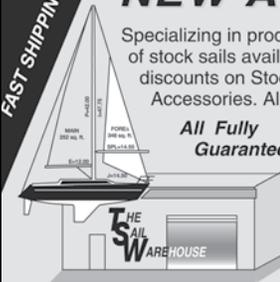
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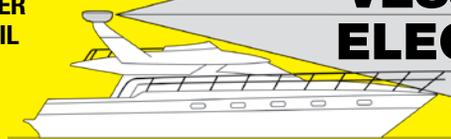


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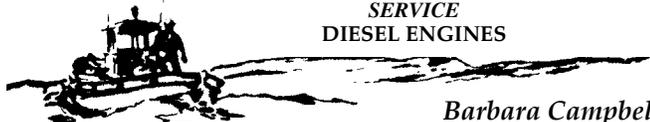


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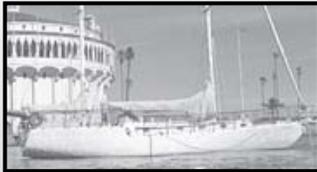
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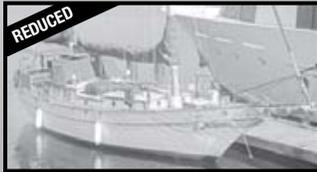
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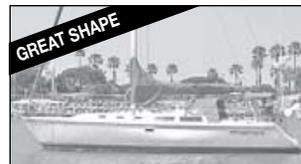
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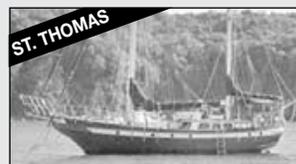
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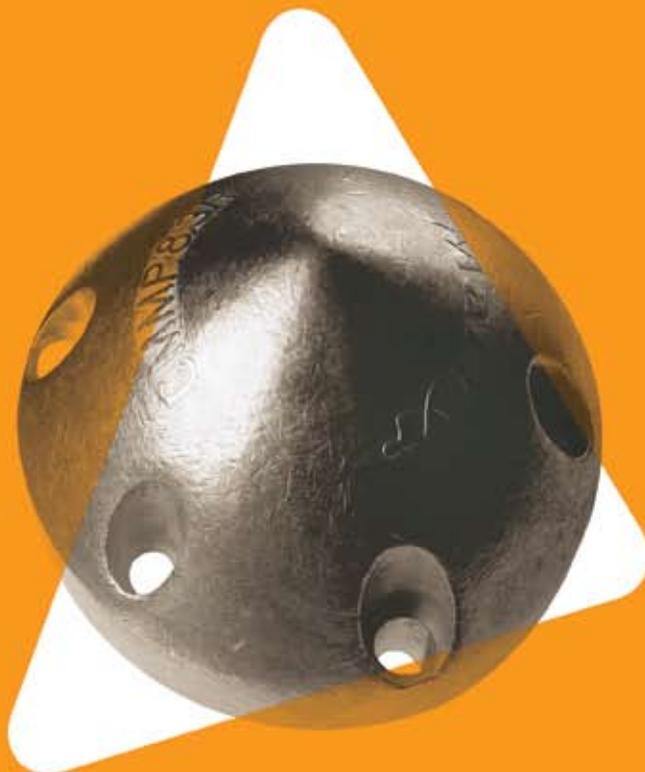
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