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- Free parking
- Free WiFi on site!
- And much more…

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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" Aix 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.

Race or cruise, since 1973 we’ve been committed to building only the highest quality sails. So give us a call.

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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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Be one of the first 10 buyers of the newest production yacht from Island Packet and save $34,000 on this exciting new boat.

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These are some of the boats we have sold in 2011 for our clients, with happy results for both buyer and seller. If you are serious about selling, give us a call.

Beneteau 40
Amel 46
Beneteau 461
Cape Dory 36
Beneteau 321 (2)
Morgan 45
Beneteau 361 (2)
Catalina 320
Beneteau 310
Tartan 3700
Islander Bahama
Beneteau 41
Alerion 28
Beneteau 473
Beneteau 10R
Island Packet 40
Beneteau 393
1983 TAYANA 55
Proven cruiser, fully equipped. Leisure Furl main, newer LPU, dive compressor. $275,000

1999 CATALINA 42
Boat show condition with very low usage. Hard dodger, liferaft, full batten main with electric winch. $119,900

2001 HUNTER 380
Excellent condition with only 356 hours on Yanmar. Furl Boom in-boom furling with electric winch make life easy. $199,900

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

1974 NEWPORT 40
A sweet sailer that can still pass most boats on the Bay. Newer Westerbeke diesel, full batten main. $34,900

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

1979 BABA 30
Classic bluewater cruiser designed by Robert Perry. Bristol condition and ready for her next captain. $49,900
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2011 JEANNEAU 42 DS
Call for Summer Sale Pricing

2011 HUNTER 39
Call for Summer Sale Pricing

1991 STOREBRO 50
Asking $225,000

2005 JEANNEAU 49
Reduced $299,000

1999 DUFOUR 46
Asking $175,000

2002 HUNTER 466
New Listing $199,950

2007 HUNTER 44 DS
Two Available - Call!

1988 KROGEN 42
Reduced $129,000

2000 JEANNEAU 40
Reduced $139,000

2004 HUNTER 36
New Listing $94,500

2005 BENETEAU 373
Reduced $130,000

2004 HUNTER 36
Our Trade-in! $120,000

2007 BENETEAU 343
Reduced $105,000

2007 BENETEAU 323
Asking $89,500

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45' Spaulding Sloop, 1961
$79,000

Jeanneau 40, 2005
Boat shows like new. $169,000

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

Jeanneau Deck Salon 49, 2006
$425,000

35' J/105, 1994
$69,000

34' Legacy, 2003
$290,000

Sea Ray 390, 1985
45-ft San Francisco Berth

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CALENDAR

Non-Race


Sept. 3 — Suddenly in Command class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. 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. 4-25 — 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. 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/crewlst/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.sffyc.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. 10 — 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. 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. 12 — Howl at the full moon on a Monday night.


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-
Farallone Yacht Sales is proud to represent three of the finest, Made in America boat brands available today – Catalina, Tartan, and Ranger Trailerable Tugs. We invite you to learn more at www.faralloneyachts.com.

**New Catalina Yachts in Stock**
- Catalina 445, 2010  
- Catalina 355, 2011  
- Catalina 470, 1999  
- Catalina 42 MkII, 2005  
- Catalina 400 MkII, 2001  
- Catalina 380, 2002  
- Catalina 36 MkII, 2001  
- Catalina 350, 2005

**Preowned Catalina Yachts at Our Docks**
- Catalina 35, 2003  
- Catalina 34, 2007  
- Catalina 34, 2005  
- Catalina 34, 1998  
- Catalina 30, 1984  
- Catalina 30, 1998  
- Catalina 36 MkII, 2001  
- Catalina 350, 2005

**Preowned Sailing Yachts at Our Docks**
- Beneteau 473 DS  
- Hans Christian 43, 1989  
- Moody 42, 2001  
- Hunter 41 DS, 2005  
- C&C 41, 1984  
- Beneteau Oceanis 373, 2005  
- C&C 38, 1979  
- Hunter 34, 1984

**New Ranger Tugs in Stock (base price)**
- Ranger 29 Tug, 2011  
- Ranger 27 Tug, 2011  
- Ranger 21-EC Tug, 1984  
- Beneteau Oceanis 373, 2005

**Preowned Ranger Tugs at Our Docks**
- Ranger 25 Tug, 2010  
- Ranger 25 Tug, 2009  
- Ranger 25 Tug, 2008

**Preowned Power Yachts**
- Regal 19, 2008

**2011 Inventory Clearance – Great Deals Now!**
- **Catalina 445**, 2010  
- **Catalina 355**, 2011  
- **Catalina 470**, 1999  
- **Catalina 42 MkII**, 2005  
- **Catalina 400 MkII**, 2001  
- **Catalina 380**, 2002  
- **Catalina 36 MkII**, 2001  
- **Catalina 350**, 2005

**Preowned Catalina Yachts at Our Docks**
- **Catalina 35**, 2003  
- **Catalina 34**, 2007  
- **Catalina 34**, 2005  
- **Catalina 34**, 1998  
- **Catalina 30**, 1984  
- **Catalina 30**, 1998  
- **Catalina 36 MkII**, 2001  
- **Catalina 350**, 2005

**Preowned Sailing Yachts at Our Docks**
- **Beneteau 473 DS**  
- **Hans Christian 43, 1989**  
- **Moody 42, 2001**  
- **Hunter 41 DS, 2005**  
- **C&C 41, 1984**  
- **Beneteau Oceanis 373, 2005**  
- **C&C 38, 1979**  
- **Hunter 34, 1984**

**Preowned Power Yachts**
- **Regal 19, 2008**

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  - Newport Beach, CA 92663
  - (949) 610-7190

- From San Diego, CA
  - Call
  - (619) 523-6730
CALENDAR

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


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 — Martinez Marina Swap Meet, 8 a.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, 7-10 p.m. First up: The Cutters. $14 each ($12 for members). Info, (415) 561-6662, ext. 33.


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. 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.


Racing

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40' Summit, 2008, Soozal
IRC super boat.
$579,000

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56' Tayana, Samadhi V
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55' Tayana, 1988, Samadhi V..........................$249,000
52' Santa Cruz, Kokopelli..........................$499,000
52' Santa Cruz, '99, Renegade......................$495,000
52' Santa Cruz, '96, Hula............................$199,000
52' TransPac with IRC mods, '03, Braveheart...$499,000
50' Bakewell-White, '02, Brisa.....................$615,000
48' J/145, Hull #9, '03..............................$675,000
48' 1D48, '96, Chaya.................................$125,000
47' Valiant, '81, Sunchaser..........................$90,000
44' Kernan, Wasabi..................................SOLD
44' J/44, '93, Bali Days*.............................SOLD
44' Wauquiez 45 Pilot Station*.......................$299,000
43' J/130, '86..............................................$184,000
43' Custom C&C, '73.................................New Listing $325,000
40' Summit, '08, Soozal..............................$579,000
40' Avance, '85, Canbou..................SOLD
40' Olson, Elka..........................SOLD
39' Schumacher, '96, Recidivist.................SOLD
38' Sabre 386, '08, Kuai..........................SOLD
38' Sabre 38 Mk1, '84..................................SOLD
36' J/109, '03.............................................$199,000
36' Islander 36, '72, Absolute....................Reduced $40,000
35' J/105, '01, Hull #400, Lulu..............New Listing $105,000
35' J/105, '02, Hull #520, Sea Room.........SOLD
35' J/105, '01, hull #463, Trickster..........SOLD
35' J/105, '01, Hull #405, Swash..............SOLD
35' J/105, '00, Hull #347, Bald Eagle.....$90,000
35' J/105, '00, Hull #343, Nirvana.............$94,900
35' J/105, '05, Hull #343, Nirvana.............$94,900
35' J/105, '01, Hull #405, Swash..............SOLD
35' J/35, '84, The Boss..........................SOLD
35' J/35C, '93.............................................$80,000
34' J/34, '85, The Zoo..............................$29,900
34' MJM 34z, '05......................................$334,000
33' J/100, Hull #9, '05, Brilliant..................$92,000
33' Back Cove, '08.....................................$279,000
32' J/32, '02, Tango..................................SOLD
32' Catalina 320*.................................$59,000
30' Olson 30, '79.................................New Listing $12,000
30' Peterson Hall Tom*.........................$27,500
29' MJM 29z, '07..............................$269,000
28' Alerion Express, '06.............................$99,000
28' Alerion Express, '02.............................$72,500
28' Islander, '79.....................................$16,900
26' J/80, '01, Whiplash..................New Listing $32,000
26' J/80, '01.............................................$32,900
26' J/90, '04, Heart Attack......SOLD
26' Aquapro Raider, '02, enclosed hard top....SOLD
20' Melges, '09.................................$45,000

* Denotes Seattle Boats

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DEALERS FOR THESE FINE YACHTS:
CALENDAR


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-
WHAT’S YOUR iQ?

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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 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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*Includes: haulout, prep, paint and painting (with brushed-on Pettit Trinidad SR paint), materials, underwater metal cleaning, launch and post launch boat wash!

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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!


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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.
BERKELEY YC — Friday nights through 9/23. Paul Kamen, (510) 540-7968 or pk@well.com.
CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub 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, 9/28. Eric Arens, (510) 841-6022 or ericarens@comcast.net.
LAKE TAHOE WINDJAMMERS YC — Wednesday nights through 10/12. Eric Arens, (510) 521-2980 or ericarens@comcast.net.
RICHMOND YC — Wednesday nights: 9/7, 9/21, 9/28. Eric Arens, (510) 521-2980 or ericarens@comcast.net.
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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

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September Weekend Currents

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www.BoatResponsibly.com
Following the loss of two lives on the flipped Kiwi 35 Wing-Nuts in the Chicago-Mac Race, and the capsize 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.

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

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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ones were built three times as strong.

The Paul Cayards, John Kostecki, Stan Honey 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 GPRIB aboard, each crewmember was wearing his or her own personal beacon. 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

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 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 punishment 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!”

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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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SCORE ONE FOR THE GOOD GUYS

After running the July 11 ‘Lectronic 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 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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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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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 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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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 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 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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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, 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.

John Boye
Tom Thumb, Havsfjdra 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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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 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 pangas 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 lamented 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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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.

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**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 verboten. 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
Cruising Mexico Seminar at West Marine / Alameda
Friday, September 9 • 4 pm

Cruising Mexico Seminar at West Marine / Sausalito
Saturday, September 10 • 10 am

Cruising Mexico Seminar at West Marine / San Diego
Friday, October 21 • 4 pm

Puddle Jump & Southbounders Seminar at Downwind Marine / San Diego
Thursday, October 20 • 7 pm

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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 compete 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 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 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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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 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 Waggers 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 rabblerouser 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 jegarst@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 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. 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 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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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 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 Profiligate 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 Profiligate 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, Profiligate 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 Sky 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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Last
Big Show
of the Year
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 Nordhavn 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-
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LETTERS

because 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 Profligate. 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.

“T’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 refur-bishing 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

Gary — We’re happy to give anyone who has done a circumnavigation a free mention that their boat is for sale. You obviously know your boat well, so interested people can contact you by email at gagould@google.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...
Been there, done that!

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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
900 West Coast Hwy. • (949) 645-1711
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.
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-Crowther, and Austal 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 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 inappro-
priate. 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 combat-
ants. 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 Home-
land Security, oversees Homeland Security, and funds Home-
land 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
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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 in the dark. As soon as we got far enough away from the ships, the patrol boats went back to their stations, and that was it.

I can feel for anybody who has stared down the barrel of a .50 caliber gun, but I have to say that at least the Coast Guard doesn’t play favorites. 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 Kettnor 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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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 a 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 whomped 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
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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 Trans-Peninsular 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 $86/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 another company trucks the boat to nearby Tucson, 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.
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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 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.

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Jan de Groot
Langley, B.C.
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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.

Robert Gleser, The Mayor of Tenacatita
Honey, Islander 36, Alameda

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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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.

“TILL 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.

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

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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rambi’s 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 nav 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 upturned 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 the water 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.
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 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 Moneyenny 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...
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...
— 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

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...
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...
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

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
**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

**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.
— 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 this little bon mot: “Hmm, wonder what he used for bait.”

— ladonna

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 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.

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.

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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.)

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 I

do do 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

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

continued on middle column of next sightings page

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

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The Owl Harbor Crew — (l to r) Javier, Luis, Kurtis, Luis Jr. and Devery.
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
continued on outside column of next sightings page
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.

“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...
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

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 Lunenberg, 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.

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 shov-
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

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.
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 Loick 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 overlayed 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 the 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
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- 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
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.

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.
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 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
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.

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
— 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
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 madcap 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-Doos, 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
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
Lucy
Mai Pen Rai
+Nenyia
Odyssey
Oly Kai
Prime Time
Reality Cheque
Resolute
Scarlett
Seascaper
Shrimp Louie
Sizzle
Solace
Gemini 105
Beneteau 343
Islander 36
PS Orion 27
Bristol Channel Cutter
Seawind 1000
MacGregor 26
Beneteau First 35s5
Hunter 33
Tartan 30
Passport 37
Cal 2-29
Glastron Spirit 28
Jeanneau 30 45.2
Ted & Judy Lord
Roy & Barbara Johnston
Noble & Barbara Brown
John Yannotti
Wayne & Karen Edney
Eduardo Camps-Romero & Mitzi Carter
Kevin & Lori Wilkinson
Jason & Eric Kopps
El Myrick & Akio Omon
Roger & Michelle Ballew
Alex & Tara Pearce
Erik & Brian Jones
Spencer & Laura Borg
Discovery Bay
Santa Rosa
S. Lake Tahoe
Forest Knolls
Cameron Park
Alameda
Merced
Woodside
Alameda
Oakland
Vallejo
Sausalito
San Francisco
Danville
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Tazman
TNT
Volaré
Wiggle Room
*Zorza
Ericson 32
Aries 32
Hunter 30
Ericson 38
Islander 36
David & Ruth Sawyer
John & Christopher Mann
John & Alisa Cassars
Don & Jan Wige
Jay Hidkman & Joshua Boylan
Napa
Berkeley
Modesto
Sausalito

3D Sponsors
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 potluck. 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 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

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 —

"O ur 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 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 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-...
PACIFIC PUDDLE JUMP RECAP

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 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..."
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.

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

“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.”
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 Woolacott are certainly among the 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 downsing "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." 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." Savanna: "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 Naranja. "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 Kriste 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 Bitte Moon initiated their neophyte crewman, Colin, by dressing him in "a skirt made from the 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
## 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.

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Builder &amp; Length</th>
<th>Captain &amp; Crew</th>
<th>Homeport</th>
<th>Departed From</th>
<th>Latitude &amp; Date</th>
<th>Days of Foul Weather</th>
<th>Miles of Foul</th>
<th>Average Knots</th>
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<td>Iquique, CHILE</td>
<td>PV 5/10</td>
<td>Hiva Oa 5/18</td>
<td>23</td>
<td>2,881</td>
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<td>50</td>
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<tr>
<td>Don Quixote</td>
<td>Lagoon 380</td>
<td>Conner family</td>
<td>Seattle, WA</td>
<td>La Paz 4/10</td>
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<td>Fusy Involved</td>
<td>Island Packet 405</td>
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<td>Ensenada 3/8</td>
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<td>Kim &amp; Sharon Barr</td>
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<td>PV 4/25</td>
<td>Hiva Oa 4/25</td>
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<td>La Paz 4/17</td>
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<td>O’Caddy &amp; C O’Donoghue</td>
<td>Edmonds, WA</td>
<td>Cabo 5/9</td>
<td>Hiva Oa 6/17</td>
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<td>Noel &amp; Jackie Parry</td>
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<td>Gene &amp; Sheri Segol</td>
<td>San Francisco, CA</td>
<td>Honoluli, HI</td>
<td>4/27</td>
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<td>Chef &amp; Chauvin</td>
<td>San Francisco, CA</td>
<td>PV 2/25</td>
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<td>Aliquots 33</td>
<td>Tom &amp; Jami Baker</td>
<td>Nogales, AZ</td>
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<td>100</td>
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<td>Zephyr</td>
<td>Shinn 45</td>
<td>Bill &amp; Tracy Hudson</td>
<td>Denver, CO</td>
<td>PV 4/9</td>
<td>Hiva Oa 5/6</td>
<td>27</td>
<td>3,206</td>
<td>100</td>
<td>50</td>
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</table>
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 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 genua gets 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.”

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

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.pacificpuddlejump.com. Online registration for the 2012 crossing will begin in December.
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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 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 nowhereville that got put on the map 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
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 deck-hand.

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 Estuary. 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.
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 Gamelle used to live in this marina back when she was Analogue.

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
It started with your very first day. You remember the way the bay looked, the way water ruffled as that first breeze came across the bow. You were free. Someday everyone else will understand. Welcome to your new class of yacht harbor. Welcome to Clipper. Every element, every detail.

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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, 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 Radio-telephone 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 accidently 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 with a Pactor modem.

The thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha’s Grand Poobah — is that, when used with a Pactor modem and Southbound, it means that when someone has a question about the forecast, anyone who wants to can listen at the same time. When someone has a question, everyone can hear the question and Don’s response.

In the realm of cruising, an SSB radio is a life-line, 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?**

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

<table>
<thead>
<tr>
<th>Frequency (MHz)</th>
<th>Distance (miles)</th>
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<tr>
<td>2 MHz</td>
<td>200-400</td>
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<tr>
<td>4 MHz</td>
<td>400-600</td>
</tr>
<tr>
<td>6 MHz</td>
<td>600-1,200</td>
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<tr>
<td>8 MHz</td>
<td>800-1,600</td>
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<tr>
<td>12 MHz</td>
<td>1,200-2,400</td>
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<td>16 MHz</td>
<td>1,600-3,200</td>
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<td>22 MHz</td>
<td>2,200-4,000</td>
</tr>
<tr>
<td>26 MHz</td>
<td>Unpredictable</td>
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</table>

**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?

**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.
TO MARINE SSB

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 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). But if you tune to channel 135 or 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

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<tbody>
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<td>Southbound Net</td>
</tr>
<tr>
<td>7192</td>
<td>Amigo Net</td>
</tr>
<tr>
<td>6516</td>
<td>Bluewater Net</td>
</tr>
<tr>
<td>7192</td>
<td>Chubasco Net*</td>
</tr>
<tr>
<td>7333.5</td>
<td>Baja Net</td>
</tr>
<tr>
<td>14300</td>
<td>Manana Net*</td>
</tr>
<tr>
<td>14300</td>
<td>Pacific Seafarer Net</td>
</tr>
<tr>
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Latitude's Easy Guide to Mexico Nets

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**Latitude's Easy Guide to Mexico Nets**

**Baja California & Mainland Mexico**

**Daylight Savings Time Schedule (Summer)**

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Table adapted from Dockside Radio: www.docksiderradio.com

September, 2011 • Latitude 38 • Page 111
The main thing to do is play with your radio. You're just starting out, you don't need grounding in the off/on reported by users. 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 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 your rig, temporarily disconnect the 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 "FOOOOUUUUUR." The mic should be touching your lips meaningfully 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.

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

Latitude 38's Favorite SSB Channels

<table>
<thead>
<tr>
<th>Channel Designator</th>
<th>Latest Icom Channel</th>
<th>Frequency</th>
<th>Channel kHz</th>
</tr>
</thead>
<tbody>
<tr>
<td>4A ..................77 .......... 4146 kHz USB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4B ..................78 .......... 4149 kHz USB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8A ..................97 .......... 8294 kHz USB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8B ..................98 .......... 8297 kHz USB</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 ("FOOOOUUUUUR") 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
TO MARINE SSB

Save thousands of dollars on your Icom 802 marine SSB radio if you have used the ‘clipping’ voice compression feature. A greater percentage of owners using this feature have had poor transmit-and-receive range. Icom has caused this problem by making it far too easy to unlock the software from the factory load. Your radio transmissions will boom out with a commanding signal in the same way that the Voice of America unit might sound. The software upload is available only from authorized Icom dealers. If you have problems while in San Diego you might want to call in a marine electronics 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

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

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— gordon west
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 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 Too-good  
**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  
**Crew:** Karen Shears & Chris Too-good  
**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!
— SAILING TO SUNNIER LATITUDES

**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.*

**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.*

**Red Witch II — Bounty 41**  
*Stephi Mortensen & Rob Kirkcaldie  
Santa Barbara*  
*Occupations: Stephi, dental hygienist; Rob, sheep farmer (ret.)*

*Shirts-off air temperatures, light chop and a mellow breeze off the stern quarter — the Ha-Ha often delivers sweet, sunny sailing.*
BAJA HA-HA PROFILES, PT I

**Aldebaran** — Olympic Adventure 47
Rob & Lynne Britton, San Diego
Occupations: Rob, electronics; Lynne, insurance
Crew: Katie Dunavin
Quote: “Heading south until the butter melts.”
Cruise Plans: South, then Puddle Jump and circumnavigation.

**Destiny** — 85-ft custom schooner
Mike & Dawn Hilliard
Friday Harbor, WA
Occupations: Mike, diver; Dawn, scuba instructor
Crew: Katie Dunavin
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: French Polynesia and beyond.

**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

---

**Welcome to La Paz!**

**MARINA DE LA PAZ**

**FULL SERVICE MARINA**

**IN DOWNTOWN LA PAZ**

Join us for the

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All new hardwood docks
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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);
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 Eitniear**  
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)

**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 Mk ll**  
**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)
Quote: "The boat needs to go somewhere interesting."
Cruise Plans: The Sea then the Bash home.

Seascape — Passport 37
Roger Smith, Vallejo
Occupation: Law enforcement (ret)
Crew: Gordon Smith
Quote: "It's time to start the lifelong dream thing."

Cracklin Rose — Island Packet 380
Bill & Rosie Everingham, Alameda
Occpations: Bill, computer engineer (ret); Rosie, travel industry (ret)
Quote: "Woo hoo! Let's get this rally started!"
Cruise Plans: Back home via the Bash or by trucking it.

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!

Tranquility — Irwin Citation 34
Richard Hirscht & 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.

Companera — Tartan 3800 OC
Joel Sorum, Vallejo
Occupation: Mental health director (ret)
Quote: "The boat needs to go somewhere interesting."
Cruise Plans: The Sea then the Bash home.

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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

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

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

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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.
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.

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific. We call that annual springtime migration the Pacific Puddle Jump, and report on it heavily in the pages of Latitude 38. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more online at www.pacificpuddlejump.com.
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 Puddle 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.
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.

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.
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 some maintenance work and locked up So, a couple weeks ago, after I’d finished time around was full of wonderful old teaching the class at the yacht club this on the dock was that the instructor invited me. “It’s an open meeting.” “Please join us, Max,” the commodore. Three Bird Rock in a flood tide. I had fetched up as if my keel had hit most of the other flag officers, saw that unfortunately, our commodore, and door. To my horror, I had stumbled into a yacht club board of directors meeting. 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. Lee gulped down one last bite of dinner and then took her position at the 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 years. 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 go to them 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 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
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 dollars 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 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."
“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 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.

Historic ships, such as the ‘Red Oak Victory’, could be perfect stops along the Water Trail but water access needs to be improved.

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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 Halwill’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 Wijsen 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, 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 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
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 racers 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.
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.
Piteron 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 Vervloet’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 bloopers, 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
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 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’sGrantedl went to the former, with 38 points to Grantedl’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 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 website 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.ggycc.org.

**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 Efremidis 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 Gruntled. 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.
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 wa-
ter 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, Rich-
ardson 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 Cali-
fornians included Long Beach’s Kevin Taughcher, 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 Great Grand Masters.

Complete results and plenty of good reading, plus more photos for all three events, are up at www.sflaserworlds.com.

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 Ginja 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 Alamitos 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.
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 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.

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.cgra.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 Jaman was the top doublehanded entry with an elapsed time of 4h, 25m, while Al Germain’s Wyllecat 30 Bandicoot took the overall singlehanded honors after 5h, 46m of sailing. Full results are up at www.sfayssss.org.
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-somethings 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 Zennström’s J/V 72 Rán 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 Jonathon 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 Zennström’s J/V 72 ‘Rán’ became the back-to-back repeat winner of the Royal Ocean Racing Club’s Rolex Fastnet Race.
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

**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...
**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 Ermskar, 20. (5 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 wends 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 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.
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 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 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 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...
OF CHARTERING

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 the boats that will need to pass, we made sure to contact them well in advance. (Those freshly baked chocolate chip cookies were the best!)

As you might imagine, 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,
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 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 Medmoored 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 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.

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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 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. People went on walking tours of the old Victorian neighborhoods, enjoyed ‘mani-pedis’, and puttered 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
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 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
Charter Addicts — Talk to Us!

We don’t ask many favors 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 please 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

- 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

- 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

- 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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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 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.
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 buggered, 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.
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.

— 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 cruising related. 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 aloft while at Escondido, but we’d taken 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 $80/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.
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 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 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 the 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.
We'll report on our return trip to Florida in the next issue.
— jack & sheri 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.
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

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.
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 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 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.

The Baja Bash (Tiburon)

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 south-east 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

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 mellowed 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 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
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 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 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 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 very helpful Hilda Morena of Marina Coral.

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.

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 groused. “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. Much nature, so few people — who could ask for more?

After just a couple of days of the hubbub 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

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 — Snugli-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 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 town-ship 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.
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 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...
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 Mexico, 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.

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-
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 Huanacaxtle. 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 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
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 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 ‘Angel Louise’ in the Dart River at the same spot where the Pilgrims anchored before taking off for the New World on the ‘Mayflower’.
"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 Derecktor 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 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-
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 southeast 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 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
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.

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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25 TO 28 FEET

COLUMBIA 26 MK II, 1972. Petaluma Marina. $3,000. Good condition, with trailer. (707) 338-6492 or clarketonyc@aol.com.


26-FT RANGER, 1978. Vallejo Municipal Marina. $4,000/obo. Tall mast rig, new 9.8 engine. Many examples, recent maintenance. (707) 448-2040 or rs1186@aol.com.


29 TO 31 FEET


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 francines@netbox.com for more details.

30-FT MACGREGOR 26D, 1989. Mission Bay, San Diego. $7,400. Daggier boat, water ballast, 8hp 2-stroke CB. HP 130 Genoa, depth, stereo, good cushions, GPS, new portable toilet, gas grill, electric bilge pump, trailer with new surge brakes, spare. Contact (858) 382-3901 or jfrench07@gmail.com.


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29 TO 31 FEET


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**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 skipper03@sbcglobal.net.

**33-FT NAUTICAT MOTORSAILER.** $88,000. Two steering stations, separate head/shower, 90hp Lehman diesel. World cruiser, very spacious. Serious inquiries. (415) 203-5131.


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**34-TF 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 lbs, spinaker, 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 dwpffe18@hotmail.com.


35-FT FAST CRUISER. Santa Cruz, California. Best offer or partnership. This boat has never been launched and begs to be for sale. Cash or trade. (813) 966-1334 or holorral@comcast.net. Contact for 2nd email: edhomer@hotmail.com.


35-FT COLUMBIA 34 MKII, 1973, SF Bay. $199,500. Bed LP/I on spars, new standing rigging, bottom paint/batteries. Atomic four. $81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours. (415) 375-4120 or stan.wilkinson@yahoo.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.wilkinson@yahoo.com.

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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 Staylock fittings in 2000. Financial situation forces sale. Contact (415) 328-4273 or baysailor@sbcglobal.net.


36-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 ksprint9@yahoo.com.


39-FT BENETEAU 393, 2007. San Francisco. $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. Life raft. Yanmar with Gori prop. (408) 335-3566 or (408) 483-6699 or hshallenberger@gmail.com.


37-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, Sealy kindly with a cutaway full keel - a blue water boat. A 30/50 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.
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46-FT JEANNEAU 45.2, 1999. Pier 39. Boat; $165,000 - slip; $30,000 - sale or lease option. Email only please to: sailorg1954@gmail.com.

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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.

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WATERMAKER. Richmond Marine Bay. $1,400. Watermaker, Katadyn Survivor 35, manual. Newly purchased several weeks ago for a cruise. Never used or tested. See West Marine catalog price of $1,889 on page 484. New unit, not a remanufactured unit. dougissurey@gmail.com.

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<th>Catamaran</th>
<th>Year</th>
<th>Location</th>
<th>Price</th>
</tr>
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<tr>
<td>43' CANTANA, 1999</td>
<td>San Francisco, CA</td>
<td>$375,000</td>
<td></td>
</tr>
<tr>
<td>46' DOLPHIN, 2006</td>
<td>Half Moon Bay, CA</td>
<td>$529,000</td>
<td></td>
</tr>
<tr>
<td>40' FUSION, 2010</td>
<td>Vancouver, BC</td>
<td>$495,000</td>
<td></td>
</tr>
<tr>
<td>48' LOOPING</td>
<td>Sea of Cortez, Mexico</td>
<td>$490,000</td>
<td></td>
</tr>
<tr>
<td>53' CATANA, 1994</td>
<td>Newport Beach, CA</td>
<td>$459,000</td>
<td></td>
</tr>
<tr>
<td>35' FP TOBAGO, 1994</td>
<td>Bainbridge Island, WA</td>
<td>$149,950</td>
<td></td>
</tr>
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</table>

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<table>
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<th>Yacht</th>
<th>Year</th>
<th>Condition</th>
<th>Price</th>
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<tr>
<td>44' NORDIC, '80</td>
<td>$219,000</td>
<td></td>
<td></td>
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<tr>
<td>44' HUNTER DS, '05</td>
<td>$199,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41' BENETEAU, '99</td>
<td>$119,000</td>
<td></td>
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</tr>
<tr>
<td>37' TAYANA CUTTER, '84</td>
<td>$114,000</td>
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</tr>
<tr>
<td>34' CATALINA, '86</td>
<td>$35,000</td>
<td></td>
<td></td>
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<tr>
<td>34' SAN JUAN, '84</td>
<td>$28,500</td>
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(510) 523-5988 • www.newerayachts.com
<table>
<thead>
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<th>Model</th>
<th>Year</th>
<th>Description</th>
<th>Details</th>
<th>Asking Price</th>
</tr>
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<tr>
<td>Baltic 42 DP</td>
<td>1984</td>
<td>Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29.</td>
<td>Lightly used. $475,000</td>
<td>$149,000</td>
</tr>
<tr>
<td>Frers 50' Cutter</td>
<td>1947</td>
<td>German Frers, Sr., founder of the Frers yacht design dynasty, designed and built this classic wooden cutter for his own personal use. Without regard to cost, she’s been restored and refit to better than new condition and shows true to her sailing heritage.</td>
<td></td>
<td>$295,000</td>
</tr>
<tr>
<td>Hylas 46</td>
<td>2002</td>
<td>Powerful, go-fast cruising yacht for sailors with ambitious plans for comfortable offshore sailing. Set up for shorthanded sailing, fully equipped with essentially every option. Meticulously maintained.</td>
<td></td>
<td>$398,000</td>
</tr>
<tr>
<td>Hylas 49</td>
<td>2003</td>
<td>S&amp;S-designed world cruiser, thoughtfully set up for offshore, shorthanded sailing, safety, comfort and low maintenance. Lightly used.</td>
<td></td>
<td>$149,000</td>
</tr>
<tr>
<td>Hinckley Bermuda 40 MkII Yawl CB</td>
<td>1968</td>
<td>Bill Tripp design is highly regarded for classic beauty, superb workmanship and quality details. New sails, dodger, intelligently updated. Excellent condition.</td>
<td></td>
<td>$139,000</td>
</tr>
<tr>
<td>Mumm/Farr-Ovington 30</td>
<td>1997</td>
<td>Solid and ready to sail at the highest level offshore or compete in the upcoming World Championships on SF Bay. Clean, well built, with many upgrades.</td>
<td></td>
<td>$135,000</td>
</tr>
<tr>
<td>Swan 391</td>
<td>1984</td>
<td>A beautiful flag blue Ron Holland design which is very well equipped and has teak decks, engine and standing rigging replaced, and new sails that have never been used. Many extras.</td>
<td></td>
<td>$154,000</td>
</tr>
<tr>
<td>Nelson Marek Custom</td>
<td></td>
<td>A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition.</td>
<td></td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Hylas 49</td>
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<td>S&amp;S-designed world cruiser, thoughtfully set up for offshore, shorthanded sailing, safety, comfort and low maintenance. Lightly used.</td>
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REDUCED

<table>
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<td>$1,000,000</td>
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INMACULATE

<table>
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<th>Year</th>
<th>Description</th>
<th>Details</th>
<th>Asking Price</th>
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<tr>
<td>Baltic 42 DP</td>
<td>1984</td>
<td>Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29.</td>
<td>Lightly used. $475,000</td>
<td>$149,000</td>
</tr>
<tr>
<td>Hylas 49</td>
<td>2003</td>
<td>S&amp;S-designed world cruiser, thoughtfully set up for offshore, shorthanded sailing, safety, comfort and low maintenance. Lightly used.</td>
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<td>Hinckley Bermuda 40 MkII Yawl CB</td>
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<td>Bill Tripp design is highly regarded for classic beauty, superb workmanship and quality details. New sails, dodger, intelligently updated. Excellent condition.</td>
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<td>Swan 391</td>
<td>1984</td>
<td>A beautiful flag blue Ron Holland design which is very well equipped and has teak decks, engine and standing rigging replaced, and new sails that have never been used. Many extras.</td>
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<tr>
<td>Nelson Marek Custom</td>
<td></td>
<td>A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition.</td>
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REDUCED

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<td>Hylas 49</td>
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<tr>
<td>Baltic 42 DP</td>
<td>1984</td>
<td>Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29.</td>
<td>Lightly used. $475,000</td>
<td>$149,000</td>
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Marotta Yachts of Sausalito
Brokers of Fine Sail and Motor Yachts
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46' HYLAS, 2002 Center cockpit cutter. Spectacular performance cruiser. Beautifully maintained, top-of-the-line gear. $398,000

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61' C&C, 1971 Beautifully laid out; reportedly more than $250,000 spent on her over the past 10 years. $299,000

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41' SCEPTRE, 1993 Raised cabintop performance cruiser. Professionally maintained, only three owners. Bristol. $205,000

See at: www.marottayachts.com

41' SCEPTRE RAISED CABINTOP CUTTER, 1985 Professionally maintained, updated electronics, more. $185,000

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48' ISLANDER SLOOP, 1985 Pacem has had two long-term owners since new; shows beautifully today. New sails. $179,000

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35' BENETEAU OCEANIS 352, 1999 SUPER clean, less than 300 hrs on Yanmar dsl. Never chartered, cruised or raced. $85,000

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30' BABA, 1982 Maintains crew for extended passages without sacrificing qualities of a great singlehander or weekender. $59,000

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43' TARTAN, 1975 S&S designed US-built performance classic in fine shape, sails like a witch, very competitive price. $55,000

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30' BABA, 1982 This Robert Perry-designed classic was designed as a yacht that could maintain a crew for extended passages without sacrificing the qualities that make for a great singlehander or weekender. Lying transferable Sausalito slip. $59,000

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35' BENETEAU OCEANIS 352, 1999 SUPER clean, less than 300 hrs on Yanmar dsl. Never chartered, cruised or raced. $85,000

See at: www.marottayachts.com

Two 30' HUNTERS, 1999 & 1990 Clean, well priced and lying in transferable slips (Sausalito & SF). $49,000 & $29,000

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32' SABRE SLOOP, 1985 Rare on West Coast. A very nice Sabre example. Major refit '09 and shows nicely today. $44,500

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32' ERICSON, 1989 Never cruised, and with $18k spent on her in last 18 mos., Heyoka shows much newer than her age. $44,000

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30’ RAWSON Sloop. Plathouse/hard dodger model. Isuzu diesel, roller furling, very clean interior, enclosed head and MORE! These Rawsons were famous for their exceptional strong construction, reliability and ease of maintenance. GREAT BOAT! Asking $24,850.


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42’ BERTRAM F/B MOTOR YACHT with establishd & unique business. Owner retiring (will sell 49 passengers). Greatest S.S. for your money! – here’s your chance... Asking 124,900

42’ STEPHENS 1929 Classic. Twin diesel, F/B, Onan, PH, aft enclosure. REDUCED! $55,000

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44’ STEEL COWPER-CRABER. Excellent adventure yacht conversion candidate. All steel, high endurance, broad shouldered, spacious interior w/large windows and MORE! 44’ Steel. 3-cabins, $91,000.

36’ ALLIED PRINCESS Sloop. Dl, wheel, inventory, furling, complete sail inventory, seaworthy & dependable design. Solid, fast & handling on & off the wind, exceptionally solid glass design. An excellent cruising boat w/very comfortable layout. Outstanding value! Asking $29,950.

57’ BOWMAN Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST, must see. Owner has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate bluewater cruising yacht. Asking $174,900.

44’ STEEL COWPER-CRABER. Excellent adventure yacht conversion candidate. All steel, high endurance, broad shouldered, spacious interior w/large windows and MORE! 44’ Steel. 3-cabins, $91,000.

44’ TRAWLER/CRABER Excellent adventure yacht conversion candidate. All steel, high endurance, broad shouldered, spacious interior w/large windows and MORE! 44’ Steel. 3-cabins, $91,000.

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