

Latitude 38

VOLUME 413 November 2011

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Latitude 38

NOVEMBER 2011

VOLUME 413



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DIRECTORY of GRAND MARINA TENANTS	
Bay Island Yachts	6
Blue Pelican Marine.....	154
The Boat Yard at Grand Marina ...	23
Lee Sails.....	121
Marchal Sailmakers	145
New Era Yachts	160
Pacific Crest Canvas.....	26
Pacific Yacht Imports	8
UK-Halsey Sailmakers.....	



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A Golden Opportunity

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Golden Moon*

Express 37 *Golden Moon* won her one design class in September's Rolex Big Boat Series. And that makes it three years in a row. The very fact her picture is on this page lets you know she was using Pineapple Sails. What did she have that the rest of the fleet didn't have? *Golden Moon* had height and speed up the wind. Enough to win the class with seven points to spare.

In the interest of full disclosure, *Golden Moon* is a partnership between Kame Richards and Bill Bridge. They met as college roommates at Cal in the late '60s. The crew used the very same sails this year that they won with last year. The very same sails that did every one of the Express 37 One Design races in YRA this year. The sails are made of GPL Carbon, the most durable high performance material available.

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CONTENTS

subscriptions	6
calendar	8
letters	16
sightings	64
america's cup 34 sf bay	78
interview: tom corogan	84
diesel engines for dummies	90
season champs, pt. I	94
ha-ha profiles, pt. III	98
max ebb: second rate	108
the racing sheet	112
world of chartering	122
changes in latitudes	128
classy classifieds	148
advertisers' index	156
brokerage	156

Cover: Soren, Dana, Drake and Carter (front to back) go in search of pirate treasure in the South Bay aboard the good ship *Hypothetical Destination*.

Photo: Mike Reed

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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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54'	Moody 2001	\$633,000	37'	Tartan	1982	65,000	33'	Yamaha	1978	25,000
47'	Vagabond 1983	185,000	37'	Beneteau 373	2005	137,000	32'	West sail	1976	64,400
45'	Island Packet 1998	235,000	37'	Pacific Seacraft	1984	129,000	32'	Valiant	1978	43,900
44'	Norseman 447 1984	225,000	36'	Beneteau First 36s7	1998	93,900	32'	J/32	1997	87,500
42'	Cascade 1971	39,900	36'	Beneteau First 36s7	1998	99,500	30'	Beneteau 305	1988	35,000
41'	Tartan 4100 1996	219,000	36'	Beneteau 361	2000	105,000	25'	Cal 2-25 w/trailer	1979	11,950
41'	Dehler 1998	175,000	36'	Hunter	2004	110,000	24'	Corsair 750, trlr, AirDock	2008	55,000
40'	Beneteau 2009	209,000	36'	Pearson II	1985	57,900	POWER			
40'	Beneteau 2008	185,000	36'	CS sloop	1988	62,500	61'	Mikelson SFPH	2001	990,000
40'	Sea Wolf ketch 1968	68,000	35	Dehler	1996	82,000	53'	Navigator CPMY	1998	259,000
39'	Cal Mk II 1980	57,000	34'	Catalina	1986	44,900	42'	California	1987	99,500
39'	Beneteau 393 2006	149,000	34'	Tiffany Jayne	1982	29,000	38'	Pearson True North	2007	327,500
38'	Ericson 1988	69,000	34'	Aloha sloop	1984	48,500	30'	Skipjack, flying bridge	1999	100,000
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Latitude 38

"we go where the wind blows"

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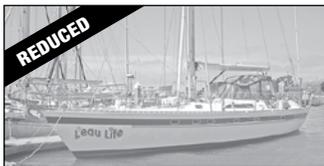
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CALENDAR

Non-Race

Nov. 1 — Downwind Marine's Cruisers' Seminar Series continues with 'Power to the Cruiser' by Barry Kessler at 7 p.m., \$3. More seminars at same time and location. **11/2:** Health & Liability Insurance for Travel Abroad (DeAnne Amancio & Arno Chrispeels); **11/3:** Prep for Heavy Weather Sailing (Bruce Brown); **11/8:** Staying Friends with Your Diesel Engine (CF Koehler); **11/9:** A Pressure Cooker: The Vital Galley Tool (Paul Moore & David Berg; \$5); **11/10:** Life at Sea (Capt. Dale Parshall). Info, www.downwindmarine.com.

Nov. 1-6 — *Lady Washington* and *Hawaiian Chieftain* return to the Bay Area and will offer tours. For dates, times, and details on booking passage, see www.historicalseaport.org.

Nov. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Nov. 5 — 'Wanna Crew on a Sailboat?' discussion on how to find a ride for the '12 racing season at San Jose West Marine, 1-2 p.m. Free. Owners welcome. RSVP, (408) 246-1147.

Nov. 5 — Pegasus Project Celebration with speaker Karen Thorndike, silent auction and dinner at Berkeley YC, 5:30-9:30 p.m. Tickets \$35-50. Info, www.pegasusvoyages.org.

Nov. 5 — Jumbo Squid Soirée at Randall Museum in the City, 7-9 p.m. Presented by the Gulf of the Farallones National Marine Sanctuary and the Farallones Marine Association, this evening of inky fun features squid expert Dr. William Gilly and costs just \$15. Info, (415) 561-6622 ext. 308.

Nov. 5 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 5, 12, 19 — 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/sajf.

Nov. 6 — Daylight Saving Time ends.

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

Nov. 10 — Howl at the full moon on a Thursday night.

Nov. 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.

Nov. 10-12 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.



Tom Price routinely hosts veterans aboard his Beneteau 473 'Vitesse'.

Nov. 11 — Take a veteran sailing today!

Nov. 11-12 — Corsair Performance Sailing Clinic at Shelter

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CALENDAR

Cove Marine (San Diego). Learn to get the most out of your Corsair trimaran. \$395. Info, kurt@westcoastmultihulls.com.

Nov. 12-13 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Nov. 14, 1792 — Captain George Vancouver, during his four-year surveying expedition of the West Coast of America, sailed *Discovery* into San Francisco Bay before continuing on to the Sandwich (Hawaiian) Islands. His secondary mission — to discover the at-the-time fabled Northwest Passage — was a failure. He died in obscurity at the age of 40 six years later.

Nov. 17 — Welcome to La Paz Party at Stella's Restaurant (ex-Papas n Beer) on the Malecon, 4 p.m. Live music, folk dancing, food and more. First 50 Baja Ha-Ha skippers & crew are free!

Nov. 18 — Reception at Jim DeWitt's Pt. Richmond gallery featuring new works, including paintings of the AC45s on San Francisco Bay, 5-8 p.m. Info, (510) 236-1401.

Nov. 19 — SF Maritime National Historic Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier featuring Holdstock & Macleod, 8-10 p.m. \$14 (\$12 for members). Info, (415) 561-6662, ext. 33.

Nov. 24 — Work off all that turkey and pumpkin pie on a hearty Thanksgiving daysail with the family.

Nov. 24 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$20. Info, marinaelcidmazatlan@elcid.com.mx.

Nov. 29, 1520 — Ferdinand Magellan's fleet sailed out of the Strait of Eleven Thousand Virgins — now known as the Strait of Magellan — and into the Pacific.

November, 1981 — It Was Thirty Years Ago from the *Sightings* piece 'J.R. probably pushed him':

Early in October, actor Steve Hudson — who is a frequent stand-in on the infrequently outstanding *Dallas* television show — was knocked off his sailboat by a 'huge' wave. J.R. didn't push him; he wasn't even on the boat.

It all happened at 3:30 in the afternoon while Hudson and a companion were sailing back from Catalina to the mainland in what was reported to be 35-knot winds and 6- to 8-ft seas. Hudson's companion did not know how to sail the boat, and it rapidly sailed over the horizon, leaving him alone in the ocean. Almost an hour passed before the remaining crewmember was able to figure out the VHF and contact the Coast Guard, who eventually had two helicopters and seven other boats vainly search a 40-sq-mile area. Luck was with Hudson, however, as *Rodeo Drive*, a 40-ft racing machine, miraculously heard his cry for help at 9:30 that evening — some six hours after he'd gone in and long after dark. Hudson had swum and drifted 10 miles from the point at which he'd gone over.

As fortune would have it, we just happened to sail by that area earlier in the day, having a pleasant spinnaker and blooper ride downwind. We couldn't help noticing how virtually every single boat heading back to Marina del Rey from Catalina was carrying no sail, and how each was getting rocked all to hell. It appeared that setting any sail, even a double-reefed main, would have stabilized the boats and made the rides more comfortable — and possibly even safer.

At any rate, the incident serves as yet another reminder that everyone on your boat should know the basics of sailing and how to operate the VHF.

Dec. 1 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Association, at Corinthian YC, 6-9 p.m. \$125. Info, angelisland.org/angellights.

Dec. 3 — 35th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by

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www.sailcal.com

CALENDAR

Encinal YC, Oakland YC and Marina Village Yacht Harbor. This year's theme is 'Cartoon Christmas'. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 3 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, 5-7 p.m. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.

Dec. 3 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.com or (707) 643-1254.

Dec. 3 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 3 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 10 — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, www.syconline.org.

Racing

Nov. 5 — Summer's Last Gasp Race. HMBYC, www.hmbyc.org.

Nov. 5 — Fall #3. SSC, www.stocktonsc.org.

Nov. 5 — The Running of the Bulls (El Toros) at Moss Landing. Elkhorn YC, www.elkhornyc.com.

Nov. 5 — Red Rock Race (rescheduled from 10/29). TYC, www.tyc.org.

Nov. 5-6 — Appleton Youth Regatta. SFYC, www.sfyf.org.

Nov. 5-6 — Perry Cup/Kelp Cup (Mercuries/Shields). MPYC, www.mpyc.org.

Nov. 6 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 15 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyf.com.

Nov. 15 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.

Nov. 18-20 — ICSA Sloop Nationals. StFYC, www.stfyf.com.

Nov. 19 — Lake Washington's annual Turkey Shoot Regatta. Info, www.lwsailing.org.

Nov. 20 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 25 — Wild Turkey Race. TYC, www.tyc.org.

Dec. 3 — Fall #4. SSC, www.stocktonsc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 11/12-13, 12/10-11, 1/14-15, 2/11-12. Bobbi, (925) 939-9885 or bobbi@ifcbat.com.

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

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

CORINTHIAN YC — Midwinters: 1/21-22, 2/18-19. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 11/19, 1/21, 2/25, 3/24. Info, rearcommodore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 11/5, 12/3, 1/7, 2/4, 3/3. Gary, (916) 363-4566 or grsalvo@pacbell.net

HALF MOON BAY YC — Midwinters: 12/18, 1/22, 2/26, 3/18. Info, www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 11/13, 12/11, 1/8, 2/12, 3/11. John, (510) 521-2980 or iycracing@yahoo.com.

OAKLAND YC — Sunday Brunch Series: 1/15, 1/29, 2/5, 2/19, 3/4. John, (510) 366-1476 or j_tuma@comcast.net

REGATTAPRO — Midwinter: 11/12, 12/10, 1/14, 2/11. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

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52' Santa Cruz, '98, <i>Hula</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000
48' J/145, Hull #9, '03*.....	\$675,000
48' 1D48, '96, <i>Chaya</i>	\$125,000
47' Valiant, '81, <i>Sunchase</i>	\$90,000
44' Kernan, <i>Wasabi</i>	SOLD
44' Wauquiez 43 Pilot Station*.....	\$299,000
43' Saga, '99.....	New Listing \$179,000
43' J/130, '96*.....	\$184,000
43' Custom C&C, '73.....	\$299,000
41' J/125, '99, <i>Double Trouble</i>	New Listing \$319,000
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900
40' J/120, '00, <i>Dayenu</i>	New Listing \$174,900

40' Summit, '08, <i>Soozal</i>	\$579,000
40' Olson, <i>Elka</i>	SOLD
38' Sabre 386, '08, <i>Kual</i>	SOLD
38' Sabre 38 Mkl, '84.....	SOLD
36' J/109, '03*.....	\$189,000
36' Islander 36, '72, <i>Absolute</i>	Reduced \$40,000
35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000
35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD
35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD
35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD
35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000
35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900
35' J/105, '99, <i>Life Is Good</i> *.....	\$74,900
35' J/105, '92, Hull #44, <i>Orion</i>	SOLD
35' J/35C, '93*.....	\$89,000
34' J/34, '85, <i>The Zoo</i> *.....	\$29,900
34' MJM 34z, '05*.....	\$334,000

33' J/100, Hull #9, '05, <i>Brilliant</i>	\$84,900
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32' J/32, '02, <i>Tango</i>	SOLD
32' Catalina 320*.....	\$59,000
30' Olson 911S, '89, <i>Halcyon</i>	SOLD
30' Olson 30, '79.....	\$12,000
30' Peterson Half Ton*.....	\$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, <i>Whiplash</i>	\$32,000
26' J/80, '01*.....	\$32,900
26' J/80, '04, <i>Heart Attack</i>	SOLD
20' Melges, '09*.....	\$45,000

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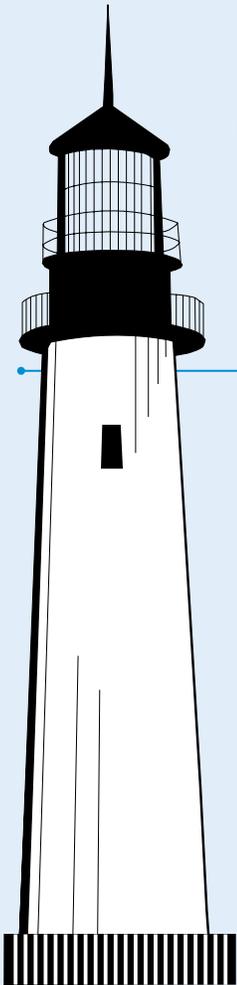
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CALENDAR

RICHMOND YC — Small Boat Midwinters: 12/4, 1/8, 2/5, 3/4. Opti Midwinters: 12/3, 1/7, 2/4, 3/3. Bob, bbranstad@gmail.com.

SANTA CRUZ YC — Midwinters: 11/19, 12/17, 1/21, 2/18, 3/17. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/4. Dave Borton, (415) 302-7084 or race@sausalityachtclub.org.

SEQUOIA YC — Winter Series: 11/19, 12/10, 1/21, 2/11, 3/17. Redwood Cup: 11/6, 12/18, 1/15, 2/5, 3/11. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 11/19, 12/17, 1/21, 2/18, 3/17. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/21, 2/11, 3/10. Rob, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 11/5, 12/3, 1/6, 2/4. Info, www.vyc.org or (707) 643-1254.

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

November Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/05Sat	0203/1.1	0900/5.5	1510/1.3	2115/4.5
11/06Sun	0148/1.4	0832/5.6	1453/0.8	2114/4.5
	HIGH	LOW	HIGH	LOW
11/12Sat	0101/4.5	0526/2.9	1125/5.9	1816/-0.5
11/13Sun	0144/4.5	0603/3.1	1201/5.8	1854/-0.4
11/19Sat	0621/5.3	1219/1.9	1805/4.4	2359/0.9
11/20Sun	0701/5.7	1317/1.1	1927/4.4	
	LOW	HIGH	LOW	HIGH
11/24Thu	0327/2.2	0948/7.0	1634/-1.6	2344/5.0
11/25Fri	0417/2.4	1033/7.0	1722/-1.7	
	HIGH	LOW	HIGH	LOW
11/26Sat	0038/5.1	0509/2.6	1120/6.9	1809/-1.6
11/27Sun	0130/5.1	0603/2.7	1208/6.6	1858/-1.3

November Weekend Currents

date/day	slack	max	slack	max
11/05Sat		0042/2.8E	0424	0734/2.9F
	1026	1336/2.9E	1710	2008/2.5F
	2248			
11/06Sun		0139/2.6E	0411	0715/2.8F
	1004	1312/3.3E	1656	1958/2.8F
	2245			
11/12Sat	0236	0442/2.0E	0751	1041/2.2F
	1323	1650/4.5E	2048	2348/3.2F
11/13Sun	0320	0524/2.0E	0825	1121/2.1F
	1358	1732/4.4E	2128	
11/19Sat	0127	0435/3.2F	0756	1036/3.1E
	1426	1704/2.3F	2000	2250/3.2E
11/20Sun	0221	0527/3.2F	0839	1131/3.8E
	1524	1810/2.8F	2114	2350/3.1E
11/24Thu	0025	0241/2.8E	0549	0844/3.3F
	1134	1455/5.8E	1852	2157/4.6F
11/25Fri	0121	0334/2.7E	0640	0933/3.2F
	1221	1545/5.9E	1942	2248/4.6F
11/26Sat	0214	0425/2.5E	0731	1023/3.1F
	1310	1634/5.8E	2033	2340/4.4F
11/27Sun	0307	0517/2.4E	0825	1114/2.9F
	1401	1724/5.4E	2125	

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— Peter Johnstone, Gunboat CEO



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LETTERS

↑↓ IT'S HARD WORK, BUT IT'S GOOD FOR YOU

Crikey! We just have to write about *Latitude's* comments on how difficult it is to clean a boat bottom when using a snorkel as opposed to scuba gear. How do you think any of us keep our bottoms clean? We do it with a snorkel.

I've personally kept the bottom of *Toujours*, our Amel Mango 53 with a seven-foot draft, incredibly clean since we bought her in '93. Yes, it was hard work. But yes, it was good for me, too.

Alas, we sold our beautiful girl in June, and are now homeless — although living in a small RV. We're looking for something like a Cal 34 to keep in the Sea of Cortez.

Get in the water and get to work!

Tom & Bonnie Steinhoff
ex-*Toujours*, Amel Mango 53
Incline Village, Nevada

Tom and Bonnie — Almost 20 years of keeping the bottom of a 53-ft-with-seven-foot-draft boat super clean by free diving? Excuse us, but we're mighty impressed. How many other Latitude readers clean their boat bottoms free diving?

On the other hand, you have to admit that there's a bit of difference between your free diving to clean your boat's bottom every month or so, and the Mexican guy who cleans several bottoms a day, every day, for a living. We're impressed with what you did, but this guy is off our graph of impressive.

↑↓ ONLY OFF BY ABOUT 10,000 NAUTICAL MILES

I have a correction to last month's *Changes in Latitude* about *Tamara Lee Ann's* summer voyage to Hawaii and back. The first words are "Fifteen thousand miles in five weeks . . ."

I've covered those tracks a bunch of times, and you are only going to get about 5,000 to 6,000 miles for the trip to Hawaii and back. It must have been a typo.

Sheri Crowe
School of Sailing and Seamanship
Orange Coast College

Sheri — It was indeed a typo, one immediately noticed by Doug Thorne, who submitted the piece. Even more shocking, that wasn't the only typo in the last issue. In the letter from



COURTESY TAMARA LEE ANN

Marianne Wheeler, in which she described hearing "Gregorian monks chanting anytime past 18 knots on the open ocean" aboard a Beneteau 51.5, there was another typo. It was supposed to read

As hardcore as Doug Thorne (right) is, he didn't sail 15,000 miles in five weeks. "anytime past 8 knots." Bless Marianne's ocean-loving heart, but for once it wasn't our mistake. Although we suppose we should have known better and contacted her for a correction.

↑↓ FULLY ORCHESTRATED VERSIONS OF SONGS

I'm a bit late in responding to your request about hearing voices at sea, but well . . . I was at sea. Crewmember Marianne Wheeler responded last month about her recent experiences — Gregorian monks chanting — aboard my Beneteau 51.5, and I can vouch for her Bavarian folk songs — with yodeling, if enough wine is involved.



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LETTERS

But to clarify her comments, we did not sail at 18 knots with the Beneteau. I'm pretty sure she meant eight knots. Although I have enjoyed several 200+ mile days with this boat, my top speed to date has been 14.4 knots. I was broad reaching and surfing around Brazil's Cabo Frio at the time. But that was only for a few hours, and I had 30 knots of wind chasing me.

After leaving the boat in Fortaleza for six weeks, and approaching the first days of the southern spring, I then singlehanded from Fortaleza to Buenos Aires, Argentina. It was a total of 2,900 miles, and took me 20 days. Although I never heard voices or saw phantom crew, on occasion I did hear music. And I'm not talking about the wind 'singing' in the rigging, but completely orchestrated radio versions of songs I had no idea I even remembered. It was truly like listening to a CD. I would then find myself humming the songs for hours after 'hearing' them for the first time. It was a thoroughly enjoyable trip.

For those who are curious, I was bringing my boat from the Caribbean to my home in Buenos Aires. I wanted to explore the local waters for a while during the southern spring and summer.

David Kory
Ambassador, Beneteau 51.5
San Francisco / Buenos Aires

LOOK AT THOSE WHALES!

In my 35 years of sailing on the big ships, I can recall two instances of t-boning whales. There was another instance of two whales 'being otherwise engaged' who swam into the side of our ship. Looking down from the bridge wing, I believe the comment at the time was, "Look at the f--king whales."

Based on my experience, I seriously doubt that a ship's speed would have any impact on the number of incidents with whales, as they are, by and large, chance encounters. I think the proposal for a 10-knot speed limit for ships off the coast is just another sop to offer folks who don't want the ships off their coast — but who still want all the goods that the ships bring for their consumption.

Gary M. Schmidt
Syzygy, Beneteau First 345
Bainbridge Island, WA

DAD SET ME ON THE RIGHT COURSE

Start Sailing Right! is the title of the book my father set in front of me when I was 10 years old. I remember reading the title out loud. I spent that summer in sailing camp at the Inverness YC on Tomales Bay, where I learned to sail a 'bathtub' — an eight-foot El Toro dinghy — in a 20-knot breeze.



COURTESY SIMMS FAMILY

Tom Simms was a fine sailor and a dedicated father.

I spent the next five summers sailing on Tomales Bay. When I was in the 7th grade, my sister and I purchased a Flying Junior that we christened *Sister Ship*. While it was my first 'project boat', it was my father's thousandth. My father had found her for us in *Latitude*, his Bible. He always kept a fresh copy in nearly every room of the house.

My father taught me how to work on the boat and how to race. The Hog Island Race — from the yacht club to Hog



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LETTERS

Island and back — tested our restoration efforts. I still have the photograph of *Sister Ship* crossing the finish in front of IYC, the two of us sitting on her stern, soaked and stoked.

After spending my childhood on Tomales Bay, I graduated to high school sailing on San Francisco Bay. My father chaperoned regattas, trailered our FJs, and gave words of encouragement to my team.

At the end of my freshman year, my dad purchased an Olson 30, christening her *Daddy O*. My sailing team was his crew for the Friday night races out of Tiburon YC. We raced *Daddy O* through high school, lining our walls with plaques, filling our kitchen with TYC mugs, and earning my father his prized fleece for the H.O. Lind Series.

After college, sunny summers on the boat and the docks were replaced by days in an office illuminated by fluorescent lights. My father had sold *Daddy O* in hopes of getting a cruising boat more suitable for empty-nesters.

My father, Thomas Simms, unfortunately never got his cruising boat. In October of last year, he lost his brief and courageous battle with brain cancer.

Upon his death, I knew it was my time to keep our family name thriving in the sailing world. So I tailored my father's XL foulies to fit my frame and networked through the St. Francis



ERIK SIMONSON

Chelsea, on the bow, pays tribute to her dad's memory by wearing his foul weather gear.

YC. I earned the spot for the season on the bow of the *J/105 Walloping Swede*.

In the July *Latitude* there was a two-page photo of me, in my father's foulies, on the bow during the Sperry NOOD regatta. I took it as a tribute to him to appear in his Bible.

As I write this story of our sailing journey, I'm surrounded by dad's trophies — first place in the '73 Long Beach to La Paz Race on Barry Berkus' Ericson 46 *Warlock*; first place in the Cal 20 Nationals on his *Buckaroo* — and a few of my own.

The '11 racing season closed with the Rolex St. Francis Big Boat Series, my biggest event yet. It was an eye-opening and amazing experience. As long as I'm out on the water, my father's memory will sail along with me.

Chelsea Simms
San Francisco

↑↓ "BARBARA TAUGHT ME MANY LESSONS"

I was saddened by the passing of Barbara Campbell in September. I met Barbara in '05 after a re-power to my Ingrid 38 at Nelson's. I took out my anemic Volvo 25-hp and replaced it with a Yanmar 44-hp I had found on eBay. When I walked into Golden State Diesel and saw Barbara, I wondered where the owner was. Upon learning she was "chief cook and bottle washer" of the place, I thought to myself how useless this experience was going to be. Well, don't you know that within 10 minutes, I was over my head with information and direction.

I have used Golden State many times since and never once was it about sales. Barbara always provided a genuine service and had many great suggestions on saving money. I last spoke with her in July about an engine I'm rebuilding on another of my boats. Again, she gave me information I'm sure most dealers wouldn't.

She taught me a serious lesson about judging a business

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LETTERS

by its gender. I hope Golden State continues in the same spirit Barbara left it.

Martin Wade
Joli' Elle, Ingrid 38
Alameda

↑↓"IT'S A DIESEL!"

I was sad to learn that Barbara Campbell of Oakland's Golden State Diesel had passed away. I'd like to share my favorite 'Campbell'.

We were attempting to leave Noyo early one morning aboard our Pathfinder diesel-powered Sceptre 36 *Solar Coaster*. But all of our engine alarms went off — low oil pressure, high water temperature, low alternator output and so forth. I found a diesel mechanic right there in the boatyard, but he was of no help, so I called Barbara on my cellphone and explained the situation.

"Light it off and hold the phone next to it so I can listen," she instructed.

"You've got to be kidding," I replied. But she was serious.

After listening to the Pathfinder rattle and purr as they are wont to do, she said, "You're good to go! Furthermore, if I were you, I'd just pull the sensor wires and forget about it. After all, it's running, it's got oil, you've got water pumping through the exhaust, and for God's sake, it's a diesel!"

Needless to say, we made it back to Santa Cruz — and on and on — from there. Nonetheless, I'll never forget her not-too-soothing "You're good to go!" Farewell Barbara; we're going to miss you.

The AC45s featured in last month's *Latitude* are fast. But I worked with the Hyannis YC race committee last month when they hosted the Formula 18 (F-18) North American Championships, I can tell you those little cats are also f-a-s-t!

Each of the 53 boats in the regatta was equipped with a third-party GPS tracking device — very, very cool technology, allowing graphic boat-by-boat tracking of each leg of each race, speed logs, polars, etc. The winds for the first race were in the mid-20s with gusts to the low 30s. The fastest speed recorded was 22.01 knots.

The top speed, by the way, was posted by Brooks Reed, a former *Latitude 38* 'Junior Sailor of the Year', who is now studying Ocean Engineering in a PhD program jointly sponsored by MIT and Woods Hole Oceanographic Institution. I can't wait to see the AC45s and the big cats once they arrive in San Francisco!

Stephen Reed
Solar Coaster, Sceptre 36
Santa Cruz

Stephen — We love diesels and share Barbara's inherent faith in them, but we don't want to leave readers with the impression that warning alarms can be ignored with impunity. We're pretty sure that if you'd told Barbara just the oil pressure alarm had gone off instead of all of the alarms, she would have insisted that you find the source of the problem before carrying on.

Most sailors assume that because diesel engines are heavier



STEPHEN REED

Formula 18s are speed demons.

THE BOAT YARD AT GRAND MARINA

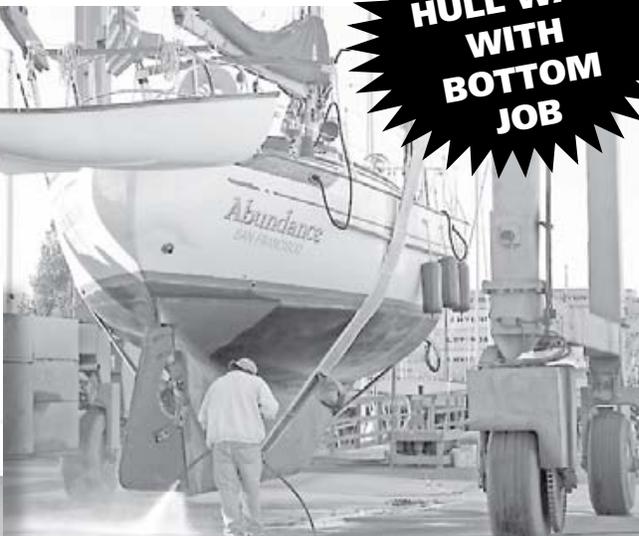
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LETTERS

and more powerful and can last much longer than gas engines, they are more rugged. But that's not really true. Diesels are much more susceptible to severe damage from even brief periods of overheating than are gas engines. It's also more critical that diesels have maintenance performed according to schedule. So unless you know diesels as Barbara knew diesels, please don't ignore any warning lights.

↑↓ MEXICO REALLY HASN'T CHANGED THAT MUCH

My wife and I have been coming to Mazatlan since '73, and have been living here as full-time residents for the past six years. We love our life here. In our opinion, the people of Mazatlan are by far the friendliest, most helpful and caring people in Mexico. They go out of their way to help those in need. Mazatlanecos are hard-working, and most are honest and trustworthy.

We have seen many changes here over the years. Some good, some not so good. The recent narco gang violence in Mexico has impacted all who live here. But it is not the actual violence, but rather the exaggerated negative publicity that has caused the tourist industry to virtually dry up. Without the money coming in from tourism, it is very difficult for the locals to find work.

We live by the rules we made over the years when we ourselves were tourists: 1) Always be cognizant of activities around you. 2) Although the Plaza Machado and Golden Zone are relatively safe both day and night, be vigilant and travel in pairs, especially at night. 3) No walking on the beach at night.

For all of you in the United States and Canada, please don't be wary of coming to Mexico. This country really hasn't changed that much. The gangs only target one another — much as back in the States.

We feel as safe here in Mazatlan as we did living in the States, if not safer. The big difference between the two countries is the people. The Mexican people are gracious, kind and caring. ¡Bienvenidos! Welcome to Mazatlan and relax. We don't live here because we have to, but because we love to.

George & Jackie Krakie
Aimee Sean, Tayana 37
Residents of Marina El Cid
Mazatlan

↑↓ MAZATLAN IS OUR CRUISING BASE

Once again we are hearing that cruisers are being warned against coming to Mazatlan. We've been cruising in Mexico for five years, so we have a pretty good idea of what life is like in this beautiful Mexican city. Marina El Cid is our home base because we believe it is safe not only from bad weather, but also from crime. The people in Mazatlan are friendly and extremely helpful to cruisers.

Peter has spent a lot of time walking the streets in Old Town and the areas where cruisers can obtain boating supplies and equipment from small businesses that are not listed in the local marine guide. It does take some effort to find what you're looking for, but most things are available, and the people you meet along the way are worth the walk. Peter has never had any issues with personal safety. Mazatlan is also an excellent place to have work done on your boat.

We obtained our FM3 visas, which allow us to stay in Mexico for a year at a time rather than the six months you get with a tourist visa. The Immigration office in Mazatlan is the most efficient one we've visited, too. In fact, we were able to get our FM3s ourselves, without having to pay an agent, which is what most people have to do in other cities.

Mazatlan restaurants are terrific, and the cost of living is



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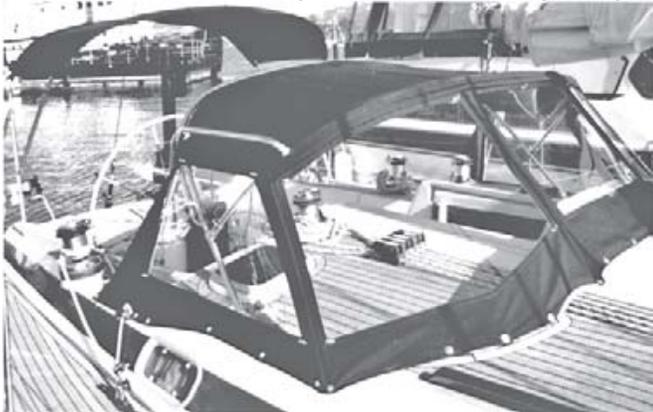


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LETTERS

much less than back in Canada. The Old Market downtown, and the modern supermarkets such as Mega, Soriana, Sam's Club, Walmart and Ley's have everything a cruiser could require and more. We take the bus to the market, then catch a wonderful *pulmonia* taxi cab back to the marina for about \$5 USD. You don't need a car to get things done and enjoy Mazatlan.

If you want to see the Copper Canyon, Mazatlan is a great jumping-off point. The inter-city bus service from Mazatlan is excellent, and you'd be amazed at the comfortable, reclining seats, the free movies and, in some cases, snack service and his-and-hers restrooms.

Christmas in Mazatlan is not to be missed, as the historic Angela Peralta Theatre stages excellent musical and dance programs, making the season truly special for cruisers and their visiting guests. Mazatlan's carnival in February is another don't-miss, the highlight being the big parade, with an audience of thousands. We've never seen one problem at that event.

Our nights out often involve dinner with friends at one of the great restaurants where we can listen to live music. On New Year's Eve we generally do go out to a place where we can dance and party, but most of our entertainment involves exploring the many shops and galleries in Old Town. The weekly Art Walk is great fun, too.

Naturally, we use common sense. We don't invite trouble by flashing expensive jewelry or lots of cash. Hopefully, our thoughts will encourage others to enjoy some time in our favorite city in Mexico, cruiser-friendly Mazatlan.

Marni & Peter Siddons
2 Pieces of Eight, Beneteau First 42
Vancouver, B.C.

PHOTOGRAPHIC EVIDENCE REQUIRED

I'm at Captain Lynn Campbell's 100th birthday celebration here on Bainbridge Island, Washington, where I met up with ex-Bay Area sailors and Mexico cruisers Bob and Bonnie Fraik of the Santa Cruz 52 *Impulse*. They say hello.



We wonder if the girl who popped out of Capt. Campbell's cake looked anything like this.

Capt. Campbell was an early tour boat skipper in Seattle, who eventually sold his business to a larger tour company. Anyway, his 100th was a Champagne event complete with bagpipes, a drive-by of an Argosy tour boat with whistle blasts — and even a girl popping out of a cake! Capt. Campbell has many friends here.

Ray Catlette
Bainbridge Island, WA

Ray — Congratulations to Capt. Campbell on hitting the century mark and hello to old friends Bob and Bonnie. But a girl pops out of a cake and you don't even get a photo. And you call yourself a sailor?!

MORE BOATS DIE OF NEGLECT THAN OVERUSE

Talking about boat partnerships, I've been in a great one — thanks to the *Classy Classifieds* — for seven years now. But based on his short letter in the August 22 edition of *'Lectronic Latitude*, I would have some reservations about going into a partnership with Peter O'Connor. I strongly suggest that he do many sails with his prospective partner(s) so



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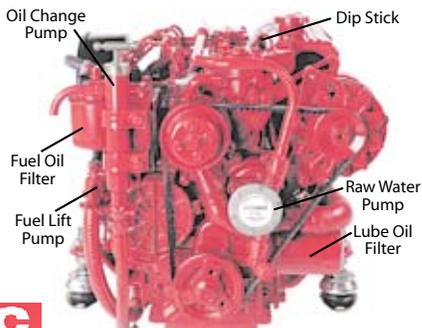
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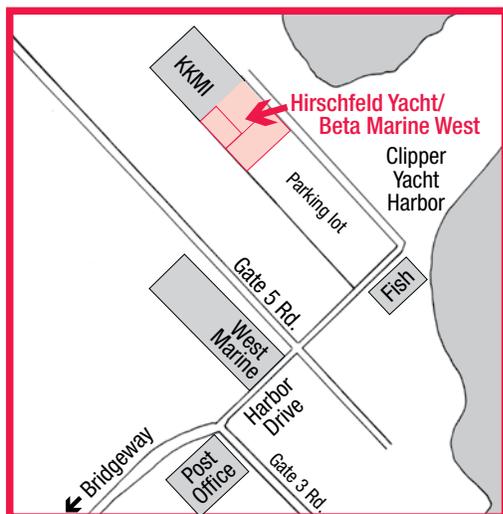
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LETTERS

each person can see how the other sails and treats the boat. Each can learn from the other. The new partner can see how Peter wants the boat cleaned up and put away. Most of all, they can build trust. I sail with my partners a lot.

Once Peter trusts his new partner, he needs to quit blaming. It doesn't matter how the gooseneck broke, it simply broke. The sail simply ripped. Shit happens on a boat. The new partner won't last long if he/she is being questioned or blamed for everything that breaks. Treat new partners as co-owners, have them build emotional equity in the boat, and they'll stay around a long time. But if you treat them like renters, they'll feel free to leave at any time.

Absolutely build a balance in the boat account based on set monthly payments from each partner. Be clear what that covers. The haulout and scheduled expenses should be covered by the monthly payment. But will the non-equity partner have to pull money out of pocket for unusual expenses such as new rigging, engine problems or other items that go beyond what's in the boat account?

Then come the related issues of boat usage and time spent working on the boat. I feel that a partner who sails a lot should also do a proportional amount of work on the boat. A partner who rarely sails but always pays the bills shouldn't have to spend too much time working on the boat. In our partnership we have scheduled 'partner work days', where we all show up and work on the boat together. We get a lot done and drink some beer — it's much better than working on the boat alone.

Here's an interesting question: Which type of partner is more desirable, one who sails a lot and maintains the boat, or one who never sails but pays the bills? Personally, I think more boats die of neglect than overuse, so I would prefer the active partner. Someone like Peter would probably want the opposite.

P.S. Thank you, *Latitude*, for a great, great magazine.

Paul Miller
Addiction, Newport 30
Emery Cove Marina

↑↓ ESTABLISHING VISITATION RIGHTS

Another way to divide up partnership time on a boat is to choose the beginning of a week, then alternate each weekend. The next year the other owner starts with one week, then alternates again. That way each owner gets the boat for the Fourth of July every other year. I do like the idea of the checking account/slush fund. Very ingenious.

Tom Anderson
Nonpareil, C&C 32
Marblehead, MA

↑↓ SPELL OUT EVERYTHING TO THE LETTER

I had a quarter share of a partnership in a boat for three years. Our group researched and purchased the boat together, and we had a detailed contract that we pulled off the web. We split costs fairly, and drafted a use calendar 12 months in advance, making sure the weekends and long weekends were evenly split. Once a month, all four owners met at the marina, took everything out of the boat, wiped her down, and conducted inspection and maintenance. Then once a year, we'd haul the boat in a do-it-yourself yard to pressure wash the hull and paint the bottom.

The joy was that all partners became very good friends, and even tended to sail together most of the time. You always needed an extra hand. There was a dedicated amount of dues money that went into an account, so that repairs could be

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LETTERS

paid for if something broke on your weekend. Non-emergency repairs over \$100 had to be approved by the ownership and were split evenly. If anybody damaged something because of carelessness, they had to pay for it.

We had a simple checklist for returning the boat after use. She was always returned to her mooring with full tanks of fuel and water. The galley and head had to be cleaned. Failure to meet the simple standards resulted in fines for twice the cost of the fuel if the tank hadn't been refilled, and a 'wine penalty' for failure to clean. The wine penalty was a bottle for each of the other owners, the type and brand having been specified in the contract. Marina fees were paid in advance in full at the beginning of every quarter.

Sale of a share had to be approved by all the other owners. If an honest effort to sell the share was made by an owner and the remaining owners did not approve of the sale, the remaining owners would agree to buy the share, therefore not leaving someone in an untenable position.

Finally, there was a 'spirit' clause, which outlined the intent of the group, and stressed the importance of personal communications, adult attitudes, and the safe conduct and security of each other's investment. The spirit was in the enjoyment of sailing plus the camaraderie of boat ownership. It was the spirit that framed the conduct of the group, and it really worked out well.

I was an American in a foreign country when we purchased the boat. The memories of those three years are some of the fondest of my life. After many adventures, we are all still the closest of friends, even though we have all drifted around the world. The boat partnership was the only way any of us could have afforded to own a boat.

If you can find a group of like-minded people, a partnership should be enjoyable for all.

Kelley Fulton
ex-One Life, Triton 24
Formerly Sydney, Australia
Currently Folsom

↑↓ THEY JUST HAVE TO AFFORD TO PAY THE BILLS

I once read in *Latitude* that in order to work, a boat partnership should be between old friends, and that each partner must be somewhat affluent. I tried to put a partnership together on my Beneteau 40, but I couldn't find anyone willing to put up the required amount of cash. I finally sold her in December, after three years on the market. Cheers.

Larry Watkins
ex-Moondance, Beneteau OC 400
Long Beach

Larry — The letters we've gotten on the subject would seem to dispel the notion that members of a successful partnership must be old friends. But we take it as a given that you want to avoid partnerships in which members would have a hard time paying their share of the bills.

↑↓ MAKING PEOPLE NERVOUS

I was fortunate to go out on the Bay on Saturday, October 8, for Fleet Week and to watch the Blue Angels perform their magic. We found our spot at the end of the security zone next to the *Jeremiah O'Brien*, one of only two remaining fully functional Liberty ships out of the 2,710 built during World War II. We were drifting with the engine on near many other boats and correcting our position once in a while as needed.

Everything was great except for a few idiots who were actually trying to sail through all those stationary boats, creating

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LETTERS

chaos and making everyone nervous. There was one guy on a big old Columbia sailing with only the main up who totally lost control of the boat and missed us by just a couple of feet. What is it that makes these jerks feel compelled to create potential crashes?

Marc Johnstone
Ragnar, Catalina 36
Alameda

Marc — It's impossible to guess at their motivation but there could be any number of explanations, valid and otherwise. For example, if they lost the use of their engine, they may have been forced to sail. Of course they also could have simply been trying to show off a little. But it's also possible that their comfort zone is much smaller than yours. Sailors with lots of racing experience think nothing of passing within 10 feet of other boats while at speed, and continuously monitoring the courses and possible abrupt course changes of a dozen or more other boats in close proximity. Non-racers think this is complete insanity, of course, and prefer much larger comfort zones. Then again, maybe those folks just wanted to go sailing.

↑↓ FISHING IN THE FLEET

On the Saturday of Fleet Week, I took my Potter 14 out with a friend to indulge in the event. What a perfect day! Even with the forecast calling for 5-10 knots, we reefed, so we were not surprised by the nice 10- to 20-knot breeze we saw. After we motorsailed through a washing machine flood off Angel Island, we entered the spin cycle of boat wakes approaching Alcatraz. It was my friend's first Blue Angel show and Pottering experience — he wasn't disappointed.

He noticed we were the smallest boat out there . . . until I looked at my photos later saw this guy and his 'old lady' trolling in the lee of Alcatraz in his aluminum boat in the midst of everything. Oblivious! Then when the huge fleet of spectators scattered after the finale, a container ship just had to get in on the action. We had a great time weaving through the crowd under main only (with motor running in neutral just in case). The sail back to Richmond was blissful.



GOOSE GOSSMAN

Even boats with motors — and fishing lines in the water — make people nervous.

Goose Gossman
Gale, West Wight Potter 14
Benicia

↑↓ FOUND: ONE RUDDER

My wife and I were drifting with the throngs of Fleet Week partiers on the windward side of Alcatraz last month, and happened to notice a rudder making two knots toward the Gate. We maneuvered into position for our first man overboard drill aboard *Firefly*, our newly purchased 46-ft Fountaine Pajot Bahia. With deft precision, my lovely wife pulled the pickle from the brine and secured it aboard. The rudder was most definitely broken free to starboard due to overstress. Whoever lost it was most likely headed north on a reach aboard a 42-or-so-ft boat. If this sounds at all familiar, please drop

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LETTERS

me an email at cschmieding@gmail.com.

We would love to reunite the wayward rudder and its captain.

Chris Hatch
Firefly, Fountaine Pajot 46
Folsom

↑↓ATTACK OF THE BOATS

On Sunday, October 9, the Blue Angels had tried to do a show but it was cancelled early because, well, you can see



MARCUS CHOY

The 'Ultimate Cypher' crew thought they'd been dropped into a scene from 'Waterworld', but they survived to sail another day.

why. All the spectator boats scattered for their home ports. We were heading south on the east side of Angel Island, and directly into them. Everyone survived but it was like a scene from a bad movie!

Spencer Nassar
Ultimate Cypher, Hunter 410
San Francisco

↑↓THE TRUE EFFECTS OF JOVA

I know that Puerto Vallarta is the center of the universe for mainland Mexico in the minds of *Latitude*, but I have no idea where you got your information for *Lectronic* about the effects



ELIKE GAZVODA

Barra de Navidad certainly sustained damage from 'Jova' but it could have been much worse.

of Hurricane Jova on other areas of the mainland. Rest assured Barra de Navidad and Melaque were not spared by Jova.

I live in Santiago just to the north of Manzanillo, and we had tremendous flooding — as did Melaque and Barra. In fact, there were a number of oceanfront restaurants that were destroyed in Barra. And down here in Mazanillo, there were more than 11 inches of rain in 24 hours.

So while Puerto Vallarta was spared, it was never threatened either.

For the record, I sailed down here from Long Beach aboard my Valiant 40 *SolMate* in '03. I sold her in '07 and, two owners later, I believe she's on the East Coast. As for myself, I live in Santiago, and I can't imagine living anywhere else. I did my annual three-week visit to the States in August, and while there all I could think of was how much excess there is. I couldn't wait to return to my simple life in Mexico.

If you get this far south this season with *Profligate*, give me a shout, as I monitor 22. I normally have a couple of par-

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LETTERS

ties a season at my house, where I invite everyone from the anchorages.

Stan Burnett
ex-SolMate, Valiant 40
Santiago, Mexico

Stan — We're sorry if our 'Lectronic report disappointed you or came across as insensitive, but the truth is that Puerto Vallarta and the Banderas Bay area are the center of the mainland Mexico sailing universe, particularly in the late summer when there are no cruisers on the Gold Coast. And according to the National Hurricane Center, at different times both P.V. and Banderas Bay were seriously threatened by tropical storm- and even hurricane-force winds.

Perhaps we've covered so many hurricanes and storms over the years that we've become a little callous, but the extensive flooding at Barra and Manzanillo was both what was forecast and what we expected. Yes, photos show several of the waterfront restaurants — not the sturdiest structures to begin with — undermined. Trust us, if there had been a serious storm surge and the hurricane surf had been directed at Barra, not one of those beachfront restaurants would have survived. And had there been really strong hurricane-force winds, the full palms you see in the post-hurricane photos would have been denuded.

Eleven inches of rain in 24 hours is admittedly a lot, and there was tremendous flooding. Two years ago Puerto Vallarta got 24 inches of rain in 24 hours, which brought down entire hillsides, knocked out the main highway bridge, and created tremendous flooding. But in just weeks, the resourceful and hard-working Mexicans had cleared most of the debris, re-worked the traffic on the remaining highway bridge, and with the sun out, visitors could hardly tell anything had ever happened.

It was our point — and is our firm belief — that when the mainland cruising season really gets going in mid-December, cruisers are going to be hard-pressed to find that much difference in Barra from last year. As for the marina in Barra, we've yet to be able to reach the harbormaster as we write this, but we'll bet you a nickel there was little damage and they were ready to welcome guests soon after, and will be completely ready for the season. As a result, we certainly haven't changed our plans about visiting the Gold Coast in January. In fact, the best thing cruisers can do to help the Barra area recover is visit and patronize the businesses of the wonderful folks there.

↑↓ TAYANA 55 OWNER SEEKING HELP

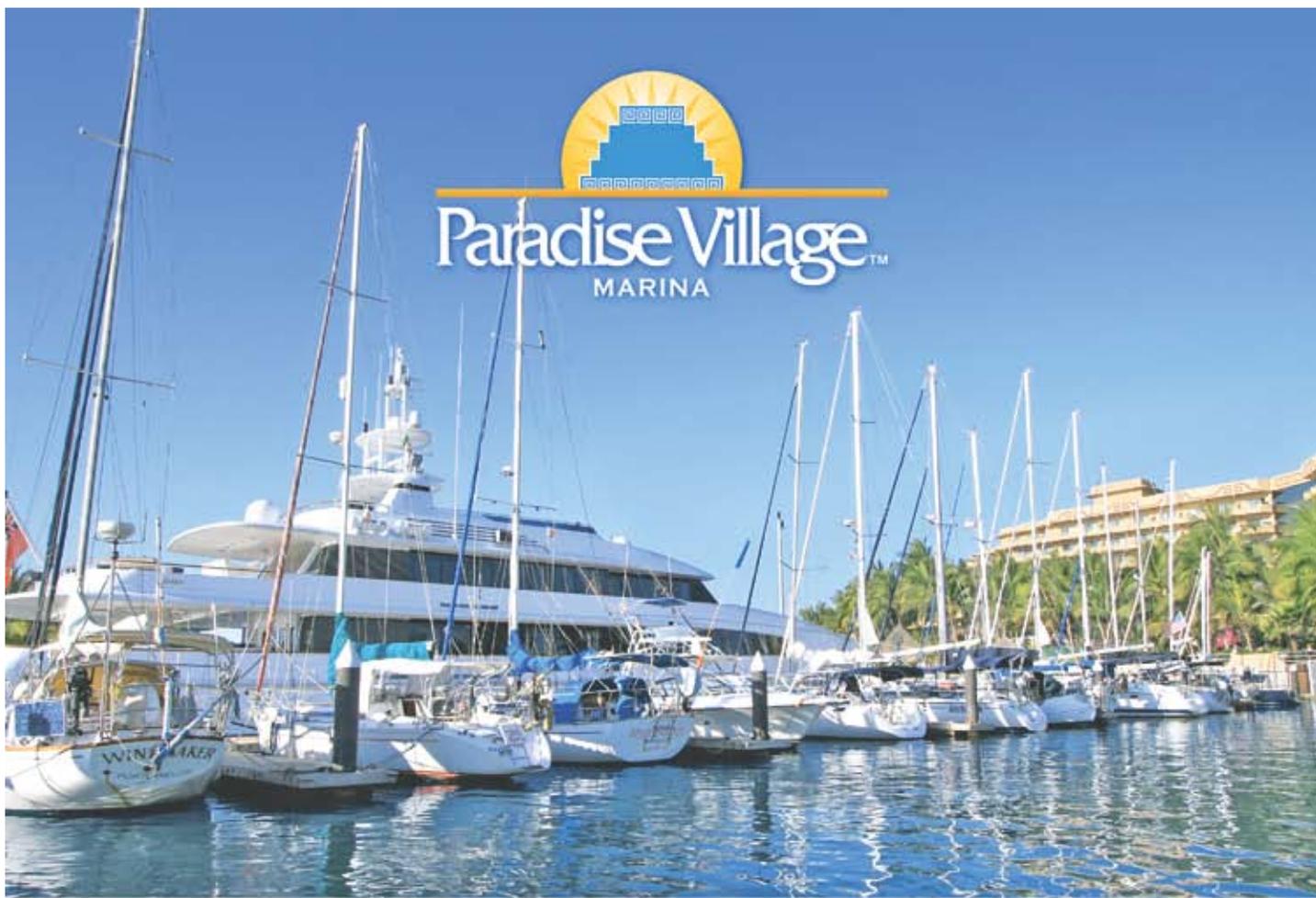
We own a Tayana 55 sailboat with a centerboard. After refitting her, we decided to head north to Alaska. During that trip, we found that, in swells or heavy chop, water would come up the tube that houses the centerboard cable, not only leaving water in the bilge, but spraying it on the engine. We were able to stop it with towels and plastic bags. After a more careful inspections, it appears that there used to be a protective housing around the winch and motor. We're trying to locate someone who owns a sistership who might be willing to send us photos of their housing around the winch and motor so we can fabricate a new one. Any help would be appreciated.

We will be wintering in Bellingham, WA. People can email me at mcronin@sailawayadventures.com.

Michael Cronin
The Jessica E, Tayana 55
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LETTERS

↑↓ THEY WOULDN'T SELL IT, BUT THEY MADE A COPY

I'm am not sure if you've seen the accompanying art work, or would even like it, but it's one of my favorites. I saw the original hanging in the Hopkins-Carter Marine store in Miami, Florida, and told my girlfriend about it just before we started on our circumnavigation in '88. When we returned four years



DAVID MORGAN

Darrell McClure sounds like he was a hard case himself.

later, she remembered it for my 50th birthday, and tried to buy it. But they wouldn't sell it! However, they did allow her to have a copy made, and it now hangs in our home in the Sierra Foot-hills, a long way from the sea.

I believe the artist's name is Farrell McClure. I hope your readers appreciate it as much as I do.

For the record, Barbara and I started our trip from Miami in '85 on the Amel 36 Kirk Saravah, and sailed to Mexico, Belize and Guatemala. We then sailed back to Texas and had the boat trucked to Sausalito, as Barbara's dad needed help with his business. We left again in '88, sailing first to Hawaii and then doing the Milk Run around the world via Australia and South Africa (where I was born and have family) and arrived back in San Francisco in '92.

David Morgan & Barbara Dresslar
Saravah, Amel Kirk 36
Sonora

David and Barbara — We'd seen the cartoon before and loved it for the humor and the over-the-top cartoonish art. According to Wikipedia, the artist was Darrell McClure, who was born in Ukiah in 1903. He later moved to San Francisco with his family, where he went to art school at night and got his first professional gigs at age 14. He studied at the California School of Fine Arts, but also worked in logging camps and as a sailor on commercial vessels, eventually landing in New York City.

He took a job at King Features Syndicate in New York in '23, and became a contributor to Yachting in '24. From '30 to '66, he worked on the nationally syndicated comic strip Little Annie Rooney. McClure served in the Coast Guard during World War II. In the '50s, the widower remarried, and with his new family sailed their yacht from Fort Lauderdale to Connecticut. The family later relocated to San Francisco, where he spent time sailing and painting, before retiring to Talmadge.

McClure's paintings and drawings are in galleries, private collections and museums, including the Maritime Museum in the San Francisco Maritime National Historical Park. McClure never lost his love of the sea, living at times on his 45-foot yacht Small Wonder while illustrating for Yachting.

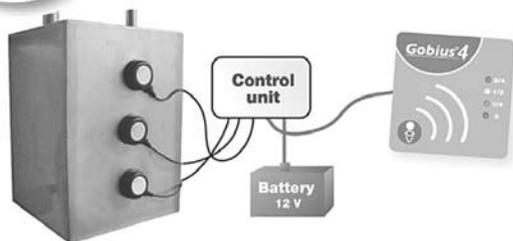
We never had the pleasure of meeting McClure, but we're sure there are some old hands around who did.

↑↓ EXPATS GETTING A "FREE RIDE" IN PANAMA

The September 26 *Lectronic* story about extremely low medical costs for expats in Panama reminded me of the complaints we heard from native-born Panamanians when

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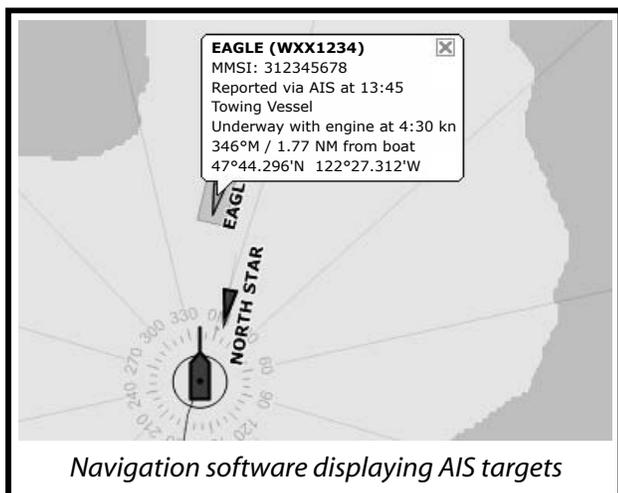
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LETTERS

we visited there for two weeks in April. The locals we heard from complained that their government is subsidizing foreign investment on the backs of the ordinary people, who must provide goods and services at a discount to the expats. The subject first arose when we asked about gated communities we saw in the mountains.

A cab driver in Boquete and a water taxi operator in Bocas del Toro told us the same thing: Panama is trying to become the next Costa Rica, so it has offered these incentives to lure primarily U.S. and Canadian citizens. While I cannot speak to the accuracy of their beliefs on the subject, the handful of people who raised the subject with us were consistent in their concern that the out-of-towners are getting a free ride.

Brian Johnson
Sazon, CT 38 Fast
Berkeley

Brian — Just so everybody can know what we're talking about, we've reprinted that 'Lectronic in this month's Changes.

But a "free ride?" Correct us if we're wrong, but we think the Panamanian government is telling Americans and Canadians, "Come get your hip replaced here because we can do it as well as in the States or Canada, and at a fraction of the cost." To the best of our knowledge, they aren't making Panamanian doctors perform surgeries at below cost or at lower prices than they would charge the locals. Nor do we think they are making cab drivers or water taxi drivers charge tourists less. In fact, just the opposite is almost always true.

Medical tourism tends to bring huge bucks as well as better medical skills and equipment to areas that otherwise wouldn't get them. We think that's a good thing. The devil can be in the details, of course. If medical tourism interfered with normal medical care in Panama — such as it is — we'd be against it. But we don't think that's going to be the case.

When it comes to attracting new residents, which country do you think is smarter: Panama, which is going out of its way to attract legal, educated and affluent new residents, or the United States, which has thrown its doors open to an unlimited number of uneducated poor who are in desperate need of money, food, jobs, housing and education?

As for Panama trying to become more like Costa Rica, what would be wrong with that? As you'll read in this month's Changes from Zeppelin, Costa Rica has a lot of things going for it.

WADING THROUGH THE PHOTO ARCHIVES

I was wondering if you have an archive of photos from the Master Mariners Races in the early '80s. I'm looking for a photo — any photo — of the 62-ft staysail schooner *Sleeping Dragon*. She wasn't an official entry, but I remember seeing a two-page spread of her in *Latitude* showing her in all her glory.



LATITUDE / LADONNA

I grew up aboard *Sleeping Dragon* many years ago. Her owner, Capt. Bud Setnik, my father, has long since passed away, and so, it is my understanding, has the schooner. It seems that I'm the only one left with fond memories of *Sleeping Dragon* literally sailing circles around the *Rendezvous*, mooning Senator Gary Hart, who was lunching at the Spinaker Restaurant, and having other such fun.

I realize that it may be a pain to try to find a photograph,



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LETTERS

but I would be eternally grateful for any photos you might have of the old girl. In fact, I would be more than happy to sort through any old prints that you might have.

P.S. Thanks for all the years of great reading.

Micah Sean Setnik
Norpac Yacht and Ship Brokerage
Pt. Richmond

Micah — While we don't have a bunch of prints lying around, we do have an archive with more than half a million negatives. We covered every Master Mariner's Regatta that we can remember — back in the day some of them were wild! — so there's a good chance we have a negative of Sleeping Dragon. The negatives are all in binders, and in somewhat reasonable order. Call in advance to arrange a time, and you can look through them.

↑↓ TRYING NOT TO BE EMBARRASSED FOR FRIENDS

Goodbye. Just a note to point out that when the Ha-Ha (or any other) boats arrive in Mexico, they will be "entering," not "clearing in," as you often write. When they depart Mexico, they will be "clearing."

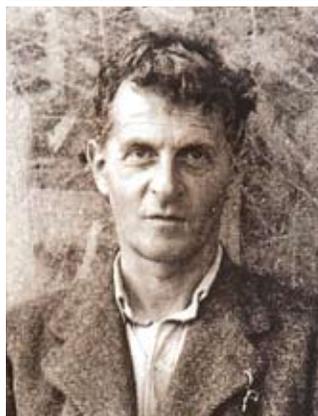
I know it's a small point, and I also know that languages change. Some of my American friends insist on calling the saloon the salon. Because they are good people, I try desperately not to be embarrassed for them. What's next, larboard and starboard?

Hello.

Peter M. Heiberg
Scaramouche, Palmer Johnson 49
Victoria, B.C.

Peter — You couldn't be more correct, and you couldn't have made your point in a more humorous fashion. We're still rolling around on the floor laughing at the "Goodbye" start to your letter.

But we have an excuse. When attending the great university over in Berkeley so many years ago, we briefly and inexplicably became enthralled with Ordinary Language philosophy, the idea of which is that many traditional metaphysical and epistemological problems are only illusions brought on by misunderstandings about language.



BEN RICHARDS

We're sure Wittgenstein would support cruisers' use of 'clearing in'.

Ludwig Wittgenstein, a giant in the theory of language, described his work as bringing "words back from their metaphysical to their everyday use." His idea — unlike that of the Analytic philosophers who preceded him — was that there is nothing wrong with ordinary language as it stands, and if we pay close attention to language in its normal use, many philosophical problems "dissolve" and therefore need not be solved at all. It was Wittgenstein who gave us the famous dictum "the meaning is the use," which is why he's such a revered household name.

Given the fact that it's long been normal for sailors to use the word 'clearing' when entering a country, and we all understand what they mean by it, we're not going to be any more embarrassed by our non-Analytic usage than any other person who

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LETTERS

went to Berkeley is about anything else.

↑↓ THE POLITICS OF SAILING

The sociopolitical references that so frequently find their way into *Latitude's* responses to letters from readers reminds me of how Bay Area-universal are both the aging '60s Berkeley dogmas and the assumption of their universality. Mercifully, sailing is typically pleasantly apolitical — even if somewhat elitist after all.

Don van Sicken
San Francisco

Don — If you briefly summarized our sociopolitical references or dogmas from the '60s, as you perceive them, perhaps we and our readers could better understand the point you're trying to make.

"Pleasantly apolitical — even if somewhat elitist"? What next, a pregnant woman who is still somewhat a virgin?"

↑↓ GOING FOR THE GOLD

For a long time I had intermittent trouble with my Raytheon autopilot. There were gold tabs on the unit itself, but the cables had ordinary tinned lugs. Rewiring the cables with gold-plated lugs solved my autopilot problems.

If anyone is interested, Orchard Supply Hardware stocks a line of gold-plated crimp lugs made by CalTerm of El Cajon. The 0.110-inch female spade lugs are stock #65623. The 0.187-inch female spade lugs are stock #65624.

Bob Wilson
Bobcat, Crowther 38
Pittsburg

Robert — Thanks for the heads-up. About 18 months ago, we reported that the Autohelm 6000 autopilot on Profligate goes berserk for the first hour or so of operation. Then, it inexplicably settles down to work perfectly — until the next time we turn it on. We're working on a couple of potential fixes this month. If they don't pan out, we're taking your information down to Orchard Supply and buying some gold-plated lugs.

↑↓ WHAT'S THE OPPOSITE OF RADAR LOVE?

In '08, I purchased a new Raymarine C70 radar unit. The cable from the radar dome to the display has not been removed since it was first installed, and the unit has been kept in the cockpit under a canvas cover.

I recently had to remove the cable connection from the display to refeed the radar cable to the dome, which I now have mounted on a radar arch. When I went to reconnect the display cable, I noticed that the 1/16-inch thick, raised gray-plastic connection guide at the back of the display unit was broken/missing, and would not align the 13-pin connection properly. To make matters worse, the pin connection hole is set deep within a plastic housing, making it impossible to view the proper alignment. The only option for me was to blindly try to align the 13 pins onto the 13-pin receptor by feeling for the proper alignment. After several dozen frustrating attempts to align the pin-to-cable connection, two pins broke off.

I took my display unit to my local marine repair shop. I was told they were familiar with the problem, but that it's impossible to repair since the display pin connector is directly wired onto a motherboard, and would thus be very expensive. I called another marine electronic repair outfit and the service guy just laughed when he heard what happened. "There is no repair when pins are broken," he said, "but you might send

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NICK SEBASTIAN

LETTERS

the unit directly to Raymarine in Merrimack, New Hampshire, where their repair services are located." He also warned me that I would be better off just buying another display unit.

I phoned Raymarine, and to my surprise, Linda in tech support said she was familiar with the problem. She didn't have any suggestions about how to replace the broken gray alignment guide, so alignment would still remain a problem. And replacing the two missing pins was going to cost over \$320.

I sent my display unit to Raymarine so they could look at it themselves. It's been almost a month, and I've gotten no response. So I currently don't have radar, and can see no solutions other than to pay for the cost of the repair or purchase another unit. I'm not very happy about it. I think they need to design this part of their radars better, and I think they need better customer service.

If anyone else has had a similar problem, or an alternative solution, please contact me at jimannmarie@yahoo.com.

Jim Barden
Martes, Iroquois 32 Cat
Marina del Rey

Jim — Have you tried gold-plated lugs? Just kidding.

REMEMBERING THE USS LIBERTY

I want to personally thank *Latitude* for publishing the letter from my wife, Jean Garst, in the September issue, as well



COURTESY LIBERTY

as for your own comments about the USS *Liberty* incident and about my voyage to pay tribute to those who died in the attack on their vessel.

I am back home in Texas now, with my Freya 39 *Liberty* tucked away on the hard in Turkey. I expect to return next May if nothing pressing intervenes. At that time I will decide whether to go to the site of the attack on the *Liberty* once more, before sailing home.

Like the publisher of *Latitude*, I vividly remember being at the Berkeley campus in '64. I was not an active participant in the demonstrations then, but I always admired what those young people were trying to do and, to a large degree, succeeded in doing.

By the way, I am very happy with my Freya 39, a sistership to what the publisher once owned. As far as the boat went, we had no serious problems of any kind.

Larry Toenjes
Liberty, Freja 39
Galveston, TX

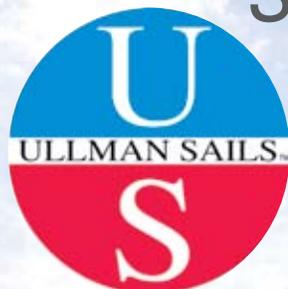
Larry — You'll no doubt be interested in the following responses we received to the account of your adventure.

SETTING THE RECORD STRAIGHT

While I like what Larry Toenjes is trying to do with regard to the USS *Liberty* incident in 1967 by sailing his Freya 39 *Liberty* across the Atlantic and across the Med, I can set a few facts straight for him.

I was a Damage Control Petty Officer aboard the carrier USS *Saratoga* CVA-60 at the time. We had just left a bay near Spain for the Eastern Med after relieving the carrier USS

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LETTERS

Roosevelt CVA-42 for our six-month Med Cruise. Those of us in R Division slept in the fantail area over the prop shafts, and one night we heard the four 20-ft diameter props wind up faster than we'd ever heard them run. It was followed by the captain on the 1MC announcing, as best as I can recall, "The USS *Liberty* has been attacked in the Eastern Med [we were in the Western Med]. Our jets can't get there and return. I have launched a squadron of propeller planes to counter-attack for this reason. We are proceeding at flank speed in convoy to the area with all liberty ports cancelled until further notice."

When dawn broke, I went up to the hanger deck and looked out to see what looked like a shot out of the television show *Victory at Sea*. All around us were navy ships hauling butt in the same direction as we were. Shortly thereafter

Israel apologized for the incident — there are news articles to confirm this.

At the time of the incident, the *Roosevelt* was on her way back to Mayport, FL, which was our homeport also. So, 1) The two carriers I mention were



Other U.S. assets went to the aid of the USS 'Liberty' after she was attacked.

not "nearby"; and 2) the *Saratoga* did not launch a rescue flight, but initially an attack flight. When viewed in this light, I hardly think the men on the USS *Liberty* were abandoned by the U.S.

In my opinion, in the 'old days' society didn't make such a big deal out of such incidents, at least compared to today, though 'government bashing' is always fashionable to some. And while I'll admit our system is not perfect, you can try to fix it or leave for greener pastures. Personally, I think we all should concentrate our efforts on reducing the nation's unemployment problem, for all the obvious reasons.

Mike Sands
Planet Earth

↑↓ GONE BUT NOT FORGOTTEN

My summer was ruined after I spent it reading *Body of Secrets* by James Bamford. In the chapter called 'Blood', the whole USS *Liberty* story is finally told in detail, thanks to documents released as a result of the Freedom of Information Act.

The National Security Agency was spying during the Six-Day War in '67 to see if the Soviets were helping the Egyptians. Indeed, I saw the USS *Liberty* in Rota, Spain, prior to the attack on her, and noticed all the antennas and dishes on the superstructure.

What was missing in the article was why the USS *Liberty* was attacked. The NSA intercepted and relayed Hebrew to translators on U-2 spy planes overhead to the headquarters in Langley, Virginia. The orders to kill all prisoners of war at the El Arish prison camp in the desert, and to bury them and leave no traces, was no longer a secret and the *Liberty* paid dearly when Israel learned of this. An ally meant to help us monitor transmissions out of the Soviet Union now became our attacker. While deadly accurate in their attack, the Israelis were unable to sink the ship as they intended, which would have removed all evidence of the transmissions.

It was an election year, so President Johnson didn't want to rile the powerful Israel lobby. He had the crew sequestered, and threatened to court martial any of the crewmembers who

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LETTERS

dared to speak the truth about the incident. Medals of Honor were later awarded to the captain and crew, but it was kept out of the press and public notice. According to Bamford, that was a first.

As a Navy vet who saw this ship weeks before the incident, and wondered "what the hell kind of ship this was," I now know the answer 44 years later, thanks to the release of formerly classified information.

I want to thank Larry Toenjes for his compassion, and for his bravery in standing up to the powerful Israeli government. Hopefully the truth will set us free, and Toenjes will not share the fate of the *Liberty* crew, who are now gone, but not forgotten.

Steve Rudzinski
 Santa Cruz

↑↓ AMERICANS CAN BE SO UGLY

When it comes to disputes between American service providers in foreign countries such as Mexico, I think I know the reason that they come about. I say this based on having lived and traveled abroad for most of my life, and cruised aboard my self-completed 20-ton Westsail 41 ketch *Sirius* for nearly 20 years and 80,000 miles. I found that the basic problem was the fact that too many Americans — particularly those from the United States — found it difficult to be anything but 'Ugly Americans' when in foreign lands. And when they go into business, they become abrasive, self-assured and fallaciously superior even — or particularly — when dealing or competing with each other. It tends to spoil what otherwise might have been nice places, or a nice day in the life of a traveler. By the way, I say this having not cruised in Mexico since the late '80s.

Earl Gale
 ex-*Sirius*, Westsail 41
 Now living ashore in Malaysia

↑↓ WOW. JUST . . . WOW.

I just finished reading the Wanderer's Baja Bash story in the September issue and would like to comment. I've been traveling Baja for about as long as the Wanderer, meaning since the '70s. A lot of things have changed on the peninsula since then. I've spent the majority of my time in La Paz and points farther north, as I prefer the isolation of the islands north of that city. When I finally visited Cabo again after 30 years, I was blown away!

The accompanying photo is one that I took in December



CURT SIMPSON

The harbor at Cabo San Lucas looked much different in '77 than it does today.

of '77 as we were flying out of the area after a fishing trip. The streets were dirt and the Hacienda Hotel — now gone — was the only big hotel. When I returned this year for more fishing, I actually got a chance to walk around Cabo a bit. "Wow!" is all that I can say. After the insanity of the cruise ships, Jet Skis and basic tourism at Cabo, I'll be keeping my butt in La Paz and points north.

P.S. Please keep up the great work — my sanity depends on it.

Curt Simpson
 Palm Desert



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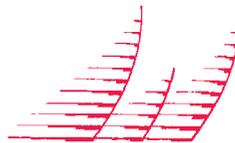


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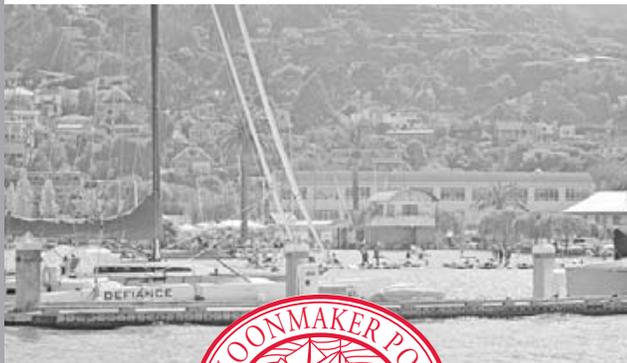
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LETTERS

Curt — Thanks for the kind words. But how is this for irony? While Los Cabos has changed more than any place we've been



CURT SIMPSON

in the last 30 years, the rest of Baja — with one or two exceptions — has probably changed as little as any place we've been. No matter if you're on the Pacific Coast or heading north of La Paz, so much of Baja is just as it's been for thousands of years. We West Coast sailors are lucky to have something that special so close.

Looking at Cabo Marina today makes the old-timers shake their heads in wonder.

↑↓ALMOST THE MOST FUN YOU CAN HAVE

We sat in the marina in Port Angeles, Washington, from mid-August until the second week of September watching boats heading south. Some of them were flying burgees for this year's Ha-Ha, and others we knew from the list of Ha-Ha entries.

We departed Washington on September 11, and five days later arrived at Catalina — where we saw *Profligate* anchored at her familiar spot on Harbor Reef. We only had a couple of hours at Catalina before having to leave for San Diego.

On September 18, we headed down the coast of Baja. The sailing conditions were ideal, with 10 to 20 knots of wind from aft, and 2- to 4-ft seas. However, we were on the 112-ft motoryacht that we run the five months a year that we're not cruising.

By the time we got as far south as Banderas Bay, Hur-



COURTESY CAT 'N ABOUT

ricane *Hilary* was building to a Category 4 blow. So we stopped at the Nayarit Riviera Marina in La Cruz.

Rob and Linda happily cruise seven months of the year aboard 'Cat 'n About'.

The folks here at the Marina Riviera Nayarit couldn't have been nicer — and the off-season rates were low. Having taken care of all the maintenance projects, we were approached by the lovely Katarina, who does public relations for the marina. She told us that the marina manager wanted to express his appreciation for our business with an ice cold bottle of Champagne. Does it get any better than that?

September is actually a great time to be here in La Cruz, as things are slow, so there's no waiting for street tacos or a table at Philo's.

P.S. It's amazing how much fun you can have after you retire the first time.

Rob & Linda Jones
Cat 'n About, Gemini 3000
Ha-Ha Class of '04
Whidbey Island, WA

Readers — In mid-October we got the following update from Rob and Linda:

Rob & Linda Jones
Cat 'n About, Gemini 3000
Ha-Ha Class of '04
Whidbey Island, WA

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LETTERS

"After leaving La Cruz, we had to wait in Huatulco for a T-pecker to die down. Then it was five days to Panama and our Canal transit. We did a night transit and pulled into the Shelter Bay Marina this morning. Given a good forecast, we should be in Florida soon, after which we'll fly to Cat 'n About in La Paz. We hope everyone has a great Ha-Ha, as it's still the most fun thing you can do while not using intimate body parts."

↑↓ **HAVE WHARRAM, WILL TRAVEL**

My dilemma is that I want to purchase a Wharram 30 catamaran, but she's located on the coast of Mexico's state



BOB THORNBERRY

Bob shouldn't have any trouble transporting his new Wharram 30, as long as it comes apart easily for trailering.

of Oaxaca. Given her location, and the fact that I live in Dallas, my options are to either have her shipped to Dallas or sail her back. Given the level of violence in Mexico, what would you consider to be the best option? If it's sailing, what time of year would be best to transit the Canal and

come up the Gulf of Mexico? If shipping, can you recommend any companies?

Bob Thornberry
Dallas, TX

Bob — Hiring a company to truck the cat would almost surely cost far more than the boat is worth, as would bringing her through the Canal and up the Gulf of Mexico.

It seems to us the only halfway economical option would be to find a truck and trailer and drive the cat back to Texas yourself. That's assuming, of course, she's one of the Wharram 30s where the hulls can be detached for trailering. As long as you don't fill the hulls with drugs, we don't think you need to worry about violence in Mexico.

↑↓ **THOUGHTS ON THE BAJA BASH**

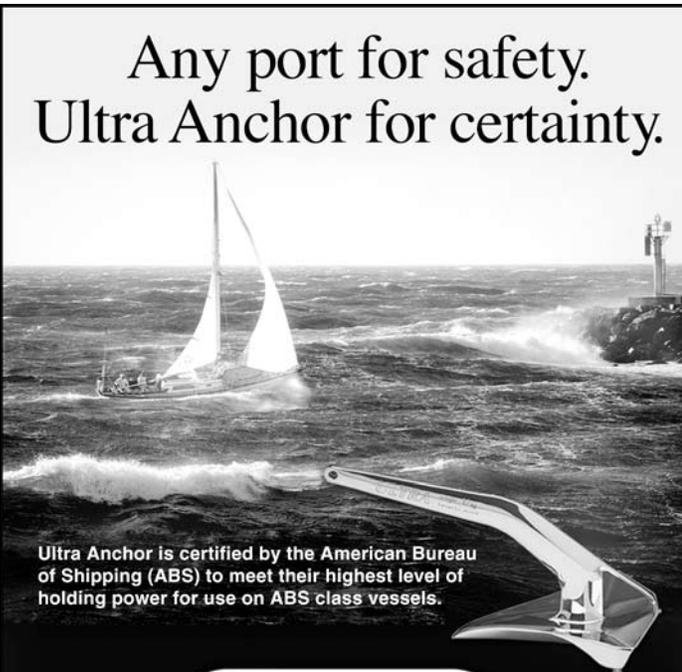
With a lot of folks just heading to Mexico — and a few about to head back home — now might be a good time to share my thoughts on a Baja Bash. There is a lot of advice out there, and there are several different approaches to a Bash depending on your time limitations, experience and cruising style. But I agree with Harry Hazzard of the San Diego-based Beneteau Idylle 51 *Distant Drum*, who has done a lot of them, and who wrote in the August issue that you'll only have a bad Bash if you make it one.

After five months of leisurely singlehanded in the Sea of Cortez, I knew I was going to be in a different world once I rounded Cabo Falso and started my Bash. My only prior longer-range upwind sail had been a shakedown cruise from Redondo Beach to the Bay Area last summer. My plan for the Baja coast was to put safety and relative comfort first by sailing within my level of experience and endurance. That meant pulling into anchorages along the way, resting when I needed to, and carefully picking my weather windows.

I had the luxury of time, only needing to get north before the start of the hurricane season. I quickly learned that bashing into big waves and seas slowed my boat considerably, and resulted in longer passages and greater fuel consumption.

During my Bash I was fortunate to travel with two different groups of cruisers who were also doing the Bash. One was the

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LETTERS

group that Hazzard encountered in Turtle Bay. Their collective experience was remarkable, yet they were all modest about their sailing accomplishments. Despite the many adverse conditions they must have encountered circumnavigating and singlehanded to Hawaii, they all took Baja seriously. It gave me great confidence to share weather info with them, plan strategy, and keep in touch on the radio after we left.

While in the Sea of Cortez, I expected to meet cruisers and gather for sundowners and potlucks. And, of course, that happened a lot. But I hadn't expected to meet and bond with so many people on the Bash, all of whom were focused on the same goal, and all of whom were willing to help in any way they could. Cruising sailors are truly a remarkable community.

The result of my 'slow with lots of stops' approach to the Bash was the opportunity to visit a number of interesting and remote towns that I had blown past on the way south last fall. For example, the crew of six other boats and I waited in San Juanico, behind Punta Pequeña (Scorpion Bay), for four days waiting for a weather window. It's not only a good anchorage in northwesterly winds, but it's also a world-class surf spot. There was no Pemex station or bank, but we all enjoyed 10-peso tacos and beers at a restaurant/bar where we all met in the afternoon for drinks and to connect to the internet. Those days were among the highlights of my entire cruise!

Most of the legs of my Bash were uneventful, but there were some exciting moments. There was a big swell running, which resulted in surf as high as 15 feet crashing into the air off the many reefs surrounding Abreojos — a truly elemental kind of place. My plans to beach my dinghy and go ashore were quickly altered when I got close enough to realize that the waves breaking on shore were six feet!

My toughest leg was when I left Cedros Island and headed across Bahia de Vizcaino to Baja. I had a beautiful sail most of the way across, but the wind rapidly picked up to gale force as I approached the mainland about 10 miles south of San Carlos. The current was two to three knots on the nose, and my VMG was minimal. When my bilge pump light came on — and stayed on — things got exciting in a hurry. With darkness coming on and the seas building, I was a little frantic, tearing out gear to check all the thru hulls and other potential sources of leaks. None were found, and I eventually realized the switch was stuck in the 'on' position.

It was comforting to be traveling in company with circumnavigators Bob and Glenda Taylor of the 45-ft cold-molded sloop *Nero*, who were a few miles ahead when I thought my boat was taking on water. Bob acknowledged that we were in the sloop, but he calmly talked me through some things, and reported that the winds were down to about 30 knots where they were. Ultimately, we are all responsible for our own boats and our own safety, of course, but since there is no rapid Coast Guard response down there, it was nice to have some fellow cruisers that I could count on. After a long, bumpy night, I made San Carlos the next morning and dropped the hook.

Looking back, I would say I did the Bash exactly the way I'd planned to. Unlike Doña de Mallorca, who has delivered *Profligate* north about a dozen times, I'm not embarrassed that it took me 27 days to get from Cabo to San Diego. There were a lot of very windy days last June when I did my Bash.

I traveled part of the way up the coast of Baja with the Mather family of the Redondo Beach-based *DownEast 45 Blue Sky*, who had just completed their circumnavigation. Despite their obvious experience, they reported taking 25 days to do the Bash. Maybe if you have done the Bash a few times, have

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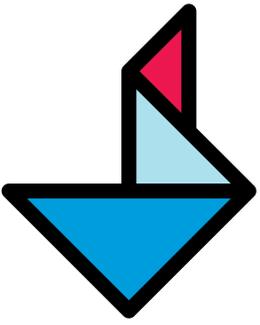
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LETTERS

already checked out the towns and anchorages, have plenty of crew, or just have to get back to work or reality fast, it makes sense to plow ahead no matter the weather. I knew of several boats with crew that had to get back to work that set out in weather they would rather not have. For me, the Bash was exhilarating and challenging enough, even waiting for moderate weather. I saw some fascinating places and made many friends, both Mexicans and fellow cruisers. It only made me hungry for more.

Finally, did you hear anything about a 50-ft ketch that went on the rocks just north of Cabo San Lazaro around June 1? I was north of there by then, but heard the report from a boat on the scene on the morning SSB net. Don Anderson was going to put in a call to the Coast Guard, which would probably have coordinated with the Mexican Navy. The next day we learned that the crew had safely made it to shore. Do you know the story of how they came to be on the rocks and how they were rescued?

Kelly Mantis
Simpatico, Cabo Rico 38
Redondo Beach

Kelly — In Doña de Mallorca's defense, she Bashes really hard because time is always of the essence with Profligate, and because she always has crew. Given the choice, she'd much rather take a month to do the Bash, too.

We don't know that anybody has any factual evidence to back it up, but lots of people seemed to think that this year was one of the nastiest Bashing seasons in years.

If it were up to us, we wouldn't Bash until June or July, because we believe that you have a greater chance of more and bigger windows at that time, and the Baja weather isn't so cold. But most people want to be back in California by then.

As for the 50-ft ketch, sorry, but we didn't hear about it.

↑↓ "THANKS FOR THE FREE MOORAGE, SAN FRAN!"

We're cruisers from Canada transiting through California on our way to Mexico and parts beyond. When we were preparing to leave Canada, the common refrain from British

Columbia and Washington cruisers was that they wanted to leave as late as possible in the summer to minimize their time in California because of how expensive it is.

There is some truth to those thoughts. Free anchorages exist but they are less plentiful and farther apart than they are in the Northwest. Plus, many boaters in B.C. have spent a lot of time in remote, wild, beautiful anchorages, so what some of us — ourselves included — want a taste of is California city life.

The question becomes where in California you can spend a substantial amount of time anchored out with access to a fun city.

We found San Francisco to be delightfully easy to visit dirtbagger style. We spent five weeks anchored out for free with easily obtainable permits — we anchored for two separate week-long visits at Aquatic



COURTESY ESTRELLITA 5.106

Free anchorages are plentiful in the Pacific Northwest so cruisers from B.C. skip many wonderful places on the California coast, believing they'll have to pay too much for moorage.

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Park and spent three weeks at anchor at Clipper Cove. We bought Muni passes for the month of August after realizing

COURTESY ESTRELLITA 5.10b



Carol and Livia had no trouble anchoring for free in the Bay for weeks.

that Clipper Cove is on the Muni, and zipped all over your fair city while at anchor.

In fact, with the welcome we received from various yacht clubs as an offshore, foreign-flagged vessel, we stayed a full seven weeks in San Francisco for \$130 USD moorage.

Thank you, San Francisco, for keeping anchorages accessible to cruisers in transit!

Carol Dupuis & Livia Gilstrap
Estrellita 5.10b, Wauquiez Pretorien
 Victoria, B.C.
thegiddyupplan.blogspot.com
interviewwithacruiser.blogspot.com

↑↓ CALIFORNIA ISN'T THAT TAX-HAPPY . . . YET

While passing through California waters on our way south, we wonder if our Canadian-registered boat would be subject to California usage tax if she were in a California marina on January 1.

Lee-Ann McKintuck
First Press, Beneteau First 42
 Victoria, B.C.

Lee-Ann — Here in California we call it personal property tax. If you're truly passing through as opposed to having your boat take up permanent residence in the state, you have nothing to worry about. Eh?

↑↓ "YEAH, I'M HARDCORE, BABY!"

I saw your call for expressions of interest in participating in a 'So-Cal Ha-Ha' next summer — and think it's a splendid idea. Southern California is such a rich cruising area, and we love to participate in rallies.

A couple of things to think about. One is that the annual St. Francis YC Stag Cruise — which I would never miss — is usually the third weekend of September. You mentioned possibly starting on Labor Day, but it may not be the best time to get into Santa Barbara Harbor. I think it would be great if you could hold it starting just after Labor Day. That means I could probably make it and get the boat back to San Francisco in time for the Stag Cruise, then back down to San Diego in late October because we plan on doing the Ha-Ha again next year.

In any event, count us as 'very interested'.

Doug & Tamara Thorne
Tamara Lee Ann, Celestial 48
 San Francisco

Doug and Tamara — We never realized how hardcore you are!

↑↓ "WE'RE IN!"

My wife and I would be very interested in participating in your proposed So-Cal Ha-Ha, as you described in the October *Latitude*. We would also be willing to participate in sharing some of the costs of promoting and organizing such

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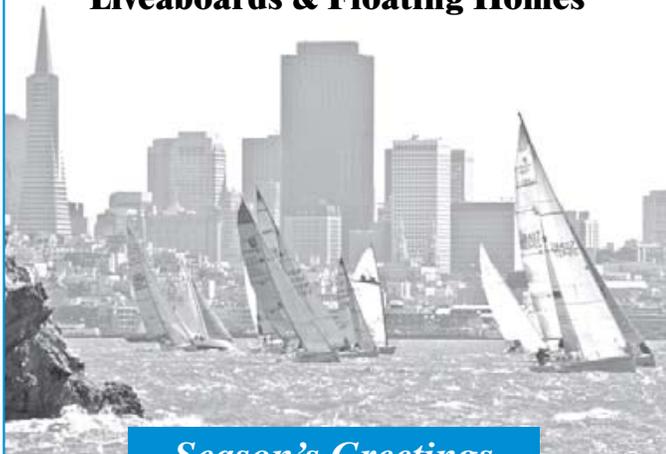


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LETTERS

an event.

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Charles Moyer
Big Sweetie, Hunter 450 Passage
Oxnard

STAY TUNED

Although I've never done a Ha-Ha — I hope to some day — I'd be up for a So-Cal Ha-Ha to the Channel Islands, Catalina and Newport Beach as vaguely proposed in the last issue.

Stephen Skogerson
Veritas, Cal 27
Coyote Point

Stephen, Charles, and Doug — Thanks for your interest and that of others. We're going to mull over the idea some more in the winter, then make a decision in the spring.

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

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leading lady's last dance

Back in mid-August, *Leading Lady*, the old Peterson 40 that Bob 'Big Daddy' Klein owned in the early '80s, gave her last performance. Neil Weinberg from the Boat Yard at Grand Marina reported that the current owner had passed away and, since he had no family, the county was "disposing of the assets." A salvage company took possession of the aluminum boat and, just after the photo on the following pages was taken, hauled her away to be dismantled for scrap.

"It's sad to see her go," noted Paul Kamen, who sailed aboard the *Lady* many times under Klein's ownership, "but it was a design from the dark years of the IOR. In this market I can understand why she's not worth trying to save as a cruising boat." Nevertheless, Kamen recalled two vivid memories of his time aboard.

"*Leading Lady* had an all-aluminum hull and deck, which made it very noisy downstairs when things were happening above your bunk.

On our first Vallejo Race to Coyote Point — back when the fleet was so big they had to split it up into two different destinations — we were racing in the same IOR division as Chris Corlett, who I think was sailing the *Serendipity 43 Scarlett O'Hara* that year. We were all in our pipe berths at around midnight when, not two minutes after the last cabin light was turned off, we heard a group of sailors marching



COURTESY CHRIS KLEIN

Mark Freitas recalls that this 'Leading Lady' broach occurred while Bob Klein waved to tourists on a ferry.

down the dock to where we were berthed. Corlett's voice was chanting 'Hup-two-three-four' Corlett's crew climbed on board and did a full military close order drill, stomping on the aluminum deck for five minutes, then marched back up the dock!

"Another time, during the Big Boat Series, we still had some of the crew from the previous campaigns. There was some friction between Bob, who always ran a very competitive but very friendly family program, and the self-styled pros. On the way back from one race that went badly, Bob confided in me: 'Paul, never go racing with people you wouldn't also go cruising with.' Words to live by!"

Though he never sailed aboard *Lady*, Rhett Smith recalled a memorable encounter with her. "I was sailing my first ever 'big time' sailboat race aboard a Cal 2-27. We were racing up the Cityfront where a number of regattas were converging. For some reason we were rounding X to starboard while *Leading Lady* was going to take it to port. Both boats were heading across to the shore on starboard with us below the mark and them above, so we were hidden behind their massive overlapping jib. When they gybed around the mark, I was looking directly at 10 pairs of the roundest eyes I can ever remember seeing. Within five seconds, their beautiful pointy aluminum bow was halfway through our foredeck just in front of the house. End of my first YRA event, DNF.

"Bob was as gracious as anyone could be and didn't put the blame on anyone else. In hindsight, I'm sure someone in the afterguard should have been looking, as it was a very crowded mark rounding, but he never made any excuse other than 'I didn't see you and I'm really sorry.' Despite my witnessing less-than-honorable actions over the past 20 years of racing, Bob's reaction has always led me to believe that sailboat racing is a gentleman's sport."

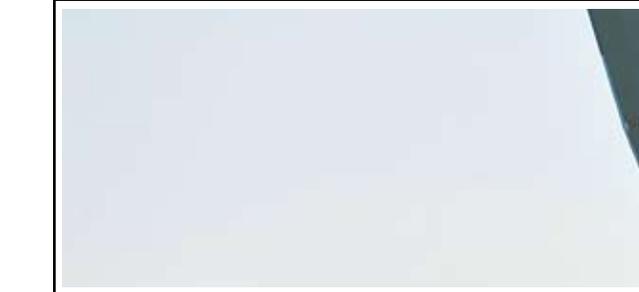
Jim Robbins also remembers Klein's grace under pressure. "I recall a breezy Farallones race aboard *Leading Lady*. We'd been struggling with the guy working out of the pole end fitting, but it seemed to be under control. As we approached the Gate, the kite blew out the head

continued on outside column of next sightings page

ac 45s

The America's Cup show thankfully came back to the Bay last month when Oracle Racing returned for a testing program in its second pair of AC 45s. We received multiple reports of sailors getting buzzed by the wing-sailed cats as they prowled the Bay on the weekdays, which must have been a thrill for those fortunate enough to experience it.

CEO Russell Coutts — who has handed off the reins of his boat to Aussie Darren Bundock — had his boys on the water frequently, but whatever they were doing was pretty secretive, or at least understandably



VAL GILLEN



on the bay

not geared toward public relations.

The team's first AC 72 is already under build in New Zealand at CORE Builders, with work on the tooling progressing. When the tooling is finished, it will ostensibly be shipped here for the building of the hulls and beams, pursuant to the built-in-country requirements of the AC 34 protocol.

Next up is the America's Cup World Series, which runs from November 12-20 in San Diego. You can find a guide to that starting on page 78, plus more info at www.americascup.com.

— rob

lady — cont'd

panel and down both sides along the luff tapes. The crew jumped up; some of the guys recovered the carnage, others prepared to re-hoist, and someone grabbed another kite and got it on the foredeck. The new kite was up and full very quickly and we went on to win the race. Bob didn't yell, he just encouraged us to get it done."

In fact, there was a common theme in the remembrances we received about *Leading Lady* — Bob Klein was a great guy. None illustrated this more clearly than world-class sailor Matt McQueen: "I was probably 10 and spending just about every weekend at Richmond YC when I got the invitation of a lifetime. Bob Klein asked if I wanted to join him for the Great Pumpkin race. I'd spent hours marveling at *Leading Lady* as she sat in the harbor, so there was no way was I going to pass this up!

"Come race day, I walked down and stood awkwardly at the end of

continued on outside column of next sightings page



The AC 45s were back on the Bay last month, posing for killer shots in front of the Bay's most iconic landmarks. Next stop, San Diego.

SIGHTINGS

lady — cont'd

the slip. Mr. Klein called, 'Matt, can you help me out and attach this halyard to the top of the main?' Sure thing! I unscrewed the shackle that must have been as big as my hand and, as I reached up to put the giant pin in place, it fell, bounced on the deck and, to my horror, rolled into the abyss. I freaked out. I quickly looked around and realized nobody had seen my epic failure. I just jammed the remaining horseshoe of a shackle over the headboard and retook my spot on the dock.

"What felt like an hour passed as I feverishly tried to think of what I could do when I felt Mr. Klein's hand on my shoulder. 'What's wrong Matt? You looked a little worried.' I told him that I'd ruined the race for us. 'But Matt, we haven't even left yet. What happened?'

continued on outside column of next sightings page

modern-day

Since the dawn of sail, bold adventurers have set course to mysterious faraway shores. Why they do this is as mysterious as the lands they hope to explore, but it seems the need for adventure is imprinted in their genes. Two such modern-day sailors are quietly making their way around the world with little fanfare, but their voyages are definitely worth following.

The first is Maryland's Matt Rutherford. The 32-year-old set sail from Annapolis on June 11 on a planned nonstop



NEIL WEINBERG

sailing heroes

solo circumnavigation of North and South America — a 23,000-mile voyage — aboard the Albin Vega 27 *St. Brendan*. If he succeeds, he'll set a world record for his efforts.

Having crossed the Atlantic twice by himself — along with many other single-handed and crewed passages — Rutherford was looking for a new challenge. He settled on an east-to-west transit of the Northwest Passage, but then the vision

continued in middle column of next sightings page



"We're sad to see her go this way," said Chris Klein — Bob's son — of *Leading Lady's* ignominious end.

lady — cont'd

"Mr Klein, I lost the shackle pin for the main halyard."

"As I cowered from the wrath I expected, I was overcome by a roar of a laugh. 'Matt, we all make mistakes. The key is to learn from them. Why don't you go down below and look in the port cupboard marked 'spares' for a bright red box.' There I found a box with five of the exact pins I'd lost. It was probably the greatest lesson I have ever learned about sailing: preparedness!"

"Later, I sat on the rail in a long line of men. I'd kept my head down for most of the sail when I was told that Bob wanted to see me. As I made my way to the cockpit, my mind raced, wondering what I could have possibly done wrong now. I sat down being careful to avoid his eyes.

"Matt, are you having fun? That's what it's all about, you know.' It being the '80s, I answered, 'Yes, Mr. Klein, this is rad.' Then he asked me to help him again. 'I'm getting a bit tired and wondered if you could help take some of the pressure off this tiller.' Sure thing!"

"As I put my hand next to his on the giant tiller, I felt the boat pull in the puffs rolling down off Angel Island. I felt the bow jump over each wave. I felt the trimmer ease a pinch of sheet and, with a groan, the giant red hull surge forward. I felt everything in those few moments. It wasn't until somebody said we needed to tack that I looked over at Bob. He'd given up his share of the tiller and was just watching me with a giant grin. 'Thanks for the help, Matt. I needed that. Why don't you get back in position and get ready for a tack.'"

"After 25 years of racing all over the world in amazing boats against some of the best, I have never felt the rush I did that day. Thanks, Mr. Klein!"

— *ladonna*



'Leading Lady' in the '92 Big Daddy Race, named after Bob 'Big Daddy' Klein.

COURTESY CHRIS KLEIN

water is a fire hazard?

If onboard fires aren't every boater's biggest fear, they probably should be. Fiberglass boats are made up primarily of accelerant so once a fire starts, it's frighteningly tough to put out. Boaters go to great lengths to prevent conflagrations, from installing smoke detectors to automatic flame suppression systems. But not all fires start in the belly of the boat — some can start topsides, where you'd least expect it.

In the October 12 *Lectronic Latitude*, we asked readers what unusual source had burned a hole in a vinyl cockpit cushion. Dozens of people came so close we would have given it to them had Matt Satterlee of National City not guessed the exact answer: "I'm going to guess the burn mark came from a light source passing through a bottle of water and then onto the surface. This also happened in my mom's car. She had a bottle of water in the console between the seats and it burned a hole in a couple of places in the passenger seat." For his insight, Matt won a *Latitude 38* hat.

You could have knocked us over with an empty Evian bottle when we read the email from Aussie cruiser Joe Roggeveen that explained the series of photos. He sails aboard the Westerly Conway 35 *Dream Catcher*. "As friends and marina neighbors Pam Lau and Ted Berry of the San Diego-based Catalina 400 *Shuang Yu* were loading their newly purchased provisions in Apia, Samoa, they placed two six-liter plastic bottles of drinking water on their vinyl-covered cockpit cushions," Joe wrote. "The bottles sat there for most of the beautiful sunny afternoon. When Pam moved the bottles to the galley late in the day, she noticed

continued on outside column of next sightings page

SIGHTINGS

water — cont'd

two charred burn holes, through the vinyl and well into the foam rubber inside. The holes were a mystery as neither Ted nor Pam smokes.

"Later in the evening, while Pam, Ted and I were enjoying a coffee in the saloon, our attention was drawn to an intense pool of light adjacent to a water bottle on the galley floor. The source of the light was quickly identified as an LED light over the galley stove shining through the water bottle. Discussion soon turned to 'What if it were the sun?' No, surely not!

"Early the following morning, with the sun still quite low in the sky, we set one of the full water bottles on a piece of newsprint on the dock. The pool of intense light on the side away from the sun was obvious. By lifting the paper's edge and adjusting for a pool of maximum light intensity (around 1 cm diameter), it took just a few minutes to burn a hole through the newsprint. As it was still quite cool and there was a small breeze, we did not get a flame, only smoke, but in the right conditions, a full-fledged fire would have resulted. The possible consequences are frightening, especially on a boat."

As many of the answers we received to the quiz demonstrated, there's more than one way to burn a boat. Sabine Faulhaber echoed the most popular guess: "Someone's reading glasses forgotten on the seat." Susan Leaf of the Endeavour 32 *Soteria* wasn't the only one to suggest "sun magnified through the isinglass in a dodger." A couple of people even guessed a more nefarious source: "I've seen plenty of melted cushions via those darned burning seeds that seem to leap from joints at the least opportune moments," said one anonymous sailor.

But Tom Patterson of the Wyliecat 30 *Dazzler* shared a story that perfectly illustrates how sailors need to always be vigilant about fire safety aboard: "For eight years I owned *Seraffyn* (yes, that *Seraffyn*) and, as most know, she's a pretty simple boat. To brush my hair in the morning, I had one of those portable mirrors that has a flat side and a magnifying side. So as not to look too much like a liveaboard, I would drape my towel inside under the deck for drying. One sunny weekend morning, I was sitting below with the hatches open and was startled to smell smoke. My quick investigation revealed that a hole was being burnt in my towel as a result of the sun reflecting off the magnifying mirror lying on the quarter berth. It was a coincidence that the mirror had perfectly focused the sun's energy on the towel. It was a lesson learned on where not to leave that mirror!"

— ladonna

puddle jump bond exemption

Although this year's fleet of westbound cruisers won't be departing for French Polynesia for several months, we've already been peppered with questions about the 2012 Pacific Puddle Jump rally. And the most common query is about whether we'll be able to offer rally members "repatriation bond" exemptions again.

We're happy to report that we will, thanks to our association with the Tahiti yacht agency CMA-CGM. That agency's staff did an absolutely fabulous job for last year's fleet. The '12 'deal' will include clearance in and out, exemption from having to post a cash bond of roughly \$1,500 for each crewmember, and a duty-

free certificate that gets cruisers fuel in the Marquesas and Tahiti — several former Puddle Jumpers report it can also get you duty-free

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heroes

expanded. If he made it to Alaska, why not head to Cape Horn? If he survived that, it only made sense to take the boat back to Annapolis on her own bottom, right? A dream was born.

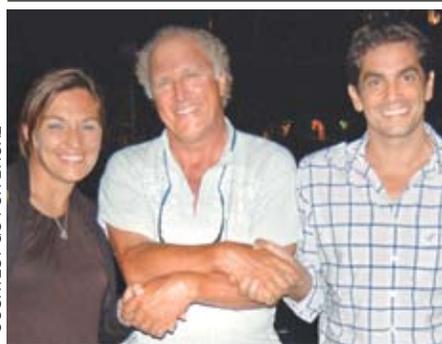
But Rutherford's expedition isn't just about fame and glory. Chesapeake Region Accessible Boating (CRAB), a nonprofit group that teaches sailing to those with disabilities, offered the use of *St. Brendan* and, in turn, Rutherford has been promoting his attempt in an effort to raise money



Pam and Ted couldn't figure out what caused this burn hole in their cockpit cushion.



COURTESY GO FOR BROKE



Andy has again worked a deal with Cindy Dittrich and Stephane Mercadal for Puddle Jumpers.

— cont'd

for the charity.

Rutherford's trip through the Northwest Passage — which earned him the record of smallest singlehanded boat to transit the infamous waterway — took a month, but by the time he'd reached the Bering Sea, equipment failure forced him to coordinate a supply drop in September. Not wanting to disrupt the integrity of his trip, Rutherford set his parachute anchor off Unalaska while the supply boat

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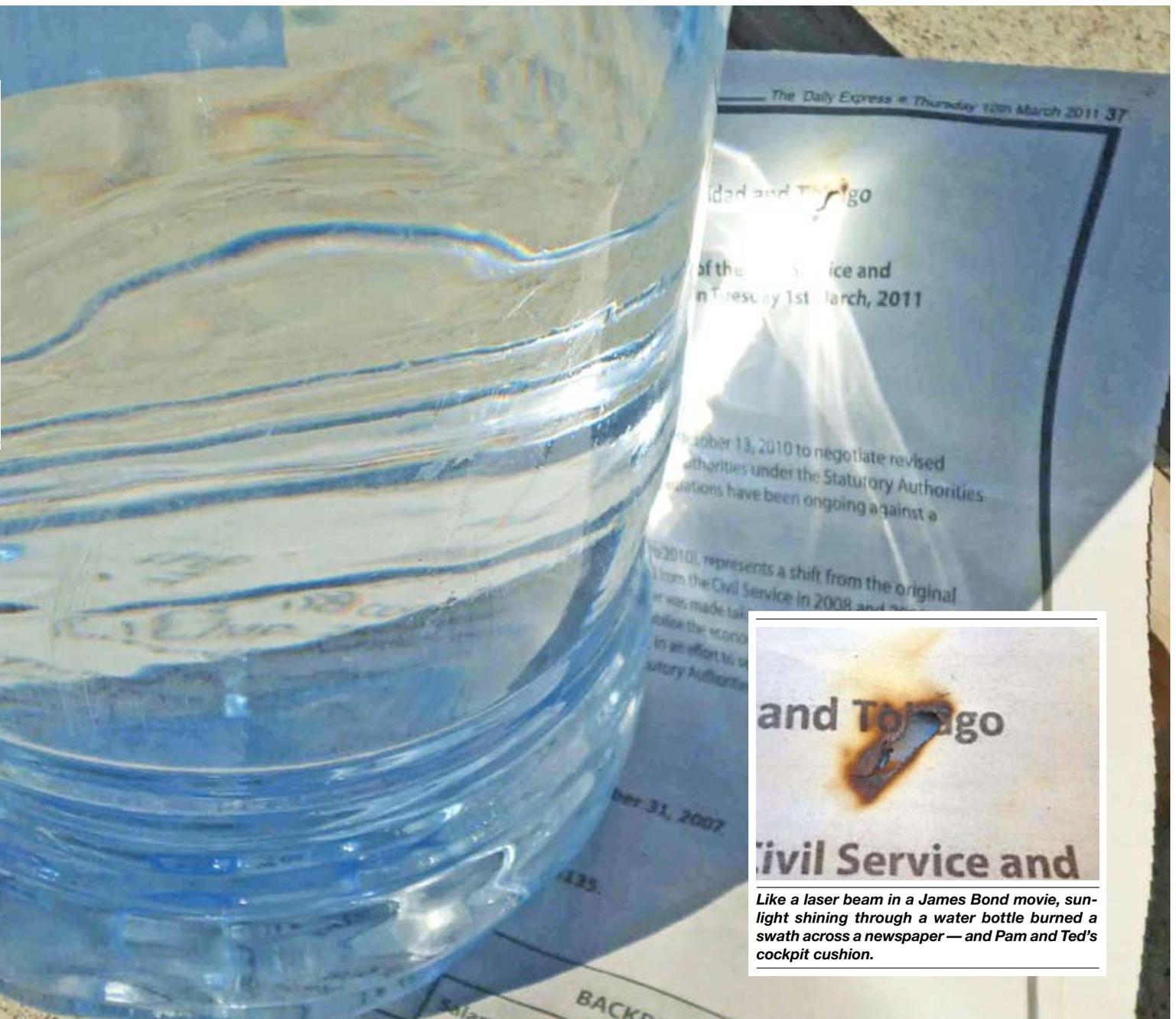
ppj — cont'd

beer and booze from a Papeete wholesaler.

The cost this year has increased due to the headache factor, but we feel it is still an excellent value: \$244 USD for two people or \$290 for four people. You must be a registered Pacific Puddle Jump entry to be eligible. Online registration will begin on December 1 at www.pacificpuddlejumps.com.

We should add that our excellent relationship with this agency was almost lost due to one bad apple last year. A young crewman from a Canadian boat got in a hassle with his father and jumped ship in the Marquesas. When the parents aboard this vessel — which had been bonded by CMA-CGM — reached Tahiti, they reported that their

continued on outside column of next sightings page



Like a laser beam in a James Bond movie, sunlight shining through a water bottle burned a swath across a newspaper — and Pam and Ted's cockpit cushion.

PHOTOS COURTESY SHUANG YU

SIGHTINGS

ppj — cont'd

son had flown home. They'd sailed out of the country by the time the son turned up at the agency's door in Papeete with no money and no way to get home. Because the agency had bonded the boat, they were forced by local immigration authorities to fly the young man home. To make matters worse, because the young sailor was indigent, he was not allowed to even enter the U.S. in transit — all flights pass through LAX — so the agency had to fly the stranded crew all the way around the world at a cost of more than \$4,000.

This maddening affair illustrates the need for all captains to take full responsibility for their crews, as is dictated by international law. If you take on pick-up crew, we suggest you demand that they have a (refundable) ticket home, in case the relationship sours.

— andy

heroes

handed off the needed gear, along with some very welcome goodies. "BOOZE!" he noted in a subsequent blog post.

Since then, Rutherford has been battling storms and calms, mold and bad peanuts, all of which he details in his blog. As of this writing, *St. Brendan* was about 250 miles off Cabo San Lucas, and has passed the halfway mark. Follow his progress at www.solotheamericas.org.

Linda Pasquariello is another adventurer we think deserves some attention. The 30-year-old Australian started sail-



BARRY

— cont'd

ing in '06, and says she was "contentedly hitchhiking around the world on other people's boats," when she realized she could do it on her own.

For her 30th birthday, she bought a Pearson 10M out of the *Classy Classifieds* with the intention of setting out on a singlehanded circumnavigation. Linda spent the next several months outfitting her in Alameda. "I really loved my time there," she said. "So many awesome sailors and good food, and all you need is a bike to

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here's looking at you

Martha Blanchfield has been an avid amateur photographer for more than a decade, so after getting hooked on sailing last summer, combining two of her interests seemed natural. "Awhile back, I started a group on *Meetup.com* called Renegade Photo Shoots," Martha said. "I coordinate learning workshops for photographers — some are professionals, but most are serious hobbyists. I just love waking up in the morning and wondering what I'm going to shoot next!"

One workshop Martha set up last summer was aboard a sailboat. The experience whetted her appetite to learn more about the sport, so she began sailing on Aaron Kennedy's Beneteau First 36.7 *Ay Caliente!*. "It's something you either love or hate," she said. Clearly Martha loved it as she networked her way onto other boats and now has a regular position aboard Mark Tishler's Presidio YC-based Catalina 30 *Wil-lin'*. She also volunteers for Summer Sailstice and is even in the process of joining the Vallejo YC.

In fact, Martha's so enamored with the club that, when the time came to choose the location for her upcoming film noir shoot, it was her first choice. "I wanted a venue that offered loads of texture for backdrops and authentic talent in the form of some VYC members," she explained. She definitely got that, and then some.

More than a dozen photographers showed up on October 8 to test their skills and learn from each other, as well as from lighting expert Jörg Lehmann. VYC's normally mundane south dock was transformed into a moody '50s wharf with the simple addition of a fog machine and a few well-placed coils of rope. As sultry models sidled up to a trench-coated thug who could have put Bogie to shame, a flock of photogs cheerily clicked away. The final product was a portfolio of stylized photos that tells a dark tale of lust and betrayal (see the full album, and find out more about the Renegades, at www.meetup.com/Renegade-Photo-Shoots-Bay-Area.)

With so many skilled shutterbugs at hand, we asked for a few pointers for average sailors who want to take nice shots of their boats. "Any camera will do," said Jörg. "Picking the right time of day is the key. Depending on if you have a hangover — ha ha! — either early in the morning or later in the afternoon is best." Jörg also suggested framing the photo so the boat is on its own. "Anything that doesn't add to the picture detracts."

Martha agreed that the time of day really makes a difference. "Wait till right before sunset to get truly amazing shots," she said. "Tones are so much more pleasing to skin, light is softer, and harsh reflections off the water and decks are subdued."

Speaking of skin, Martha noted that proper exposure on faces always seems to be a problem for sailors. "The easiest solution is for the photographer to put the sun to her back and have everyone look at her," she said. The trick there is to watch for shadows that form below caps — they'll obscure the face. If your subject's face is shaded, just turn on the flash. It's easy to forget in sunny conditions, but it will make all the difference.

Martha pointed out that most cameras now have scene modes that will automatically change the camera's settings to fit the environment.

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Photographers gathered at Vallejo YC last month for a film noir photo shoot.

SCOTT DICKSON



VYC member Tim Dunn gave the photo shoot an air of authenticity.

MIKE NELMST



KIMBERLY SAYRE

SIGHTINGS

photos — cont'd

"A better photo could be as easy as switching to a different mode," she said.

If you feel a little intimidated by your camera — "All those buttons and knobs!" — your best bet is to actually give the user manual a good read. Just think of it as the beginning of a beautiful friendship.

— *ladonna*

leukemia cup blows up

The Bay's Leukemia Cup has been the most successful event of its kind in the country, outpacing all the other Leukemia Cup events combined in just about every year since its inception in '07. Although it's one of the newest kids on the block, the event has always outstripped its fundraising totals from the prior year. But it's safe to say that this year's jump was off the charts. Thanks to the efforts of fundraising director Robin Reynolds and the donors, this year's total reached \$1,020,000, nearly half again as much as last year's total of about \$700,000.

With many different ways to contribute — a VIP dinner with a live auction, individual donations, corporate and non-profit support, and boat-wide group giving — the event provides numerous opportunities for people and organizations to help. Raising \$35,055, event co-chair Anne

Feinberg was this year's top individual fundraiser. Charles Froeb, at \$29,813, and Bill Nolan, at \$25,900 followed close behind. Remarkably, 13 other people also crossed the \$8,500 threshold and received an invitation to a special weekend sailing event in New York with Leukemia Cup National Chairman Gary Jobson.

Of course a big part of the fundraising is Saturday night's silent auction and dinner. Venture capitalist and San Francisco YC



ELLEN HOKE / ELLENHOKE.COM

The Cal Maritime Sailing Team enjoys a great day on the water aboard 'Recidivist' during the Leukemia Cup.

member John Doerr was the keynote speaker for a large crowd that included honorary skippers, among others.

The honorary skippers are survivors of the many types of blood cancers the Leukemia and Lymphoma Society works to combat, and many were on board boats in the fleet for Sunday's race. They included: Ian Charles, Russ Coggeshall, Douglas Holmes, Drake Jensen, Christopher Laub, Steve Johnson, Chris Kostancecki, Lois Limbauch, Sara Grace Moreno, Campbell Nolan, Bernard O'Driscoll, James "Hoody" Quill, Jameson Radu, George Rodericks, Lynn Spiller and Dave Wilhite, many of whom should be known to the Bay's sailing community.

The regatta gets sponsorship on both a national and local level. Nationally it's supported by Mount Gay Rum, *Sailing World*, John Mecray Limited Editions, North Sails, model maker Ken Gardiner, West Marine, Jobson Sailing, Offshore Sailing School and Vineyard Vines.

For San Francisco's event, support at the highest 'spinnaker' level came from the Belvedere Cove Foundation and Cromar Foundation, Blue Shield of California, Credit Suisse, Danford Foundation, Genentech/Biogen Idec, Merrill Lynch, Takeda Millenium and Passport Capital.

At the 'local' level, there were the Enersen Foundation, Forward Management, Hot Ticket Racing, Pacific Union Real Estate, PWC, and Sutter Health. At the 'local partner' level, there were Capital Pacific, Chartis, DLA Piper, Frank Howard Allen Realtors, San Francisco Oral Surgery and Implantology, Stroub Construction and Western Investments.

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heroes

get around."

On July 5, the day after her boyfriend, former youngest solo circumnavigator B.J. Caldwell, left on the Transpac aboard the 1D35 *Alpha Puppy*, Linda sailed *Yemaya* out of Monterey on a course for Hawaii. "I was surrounded by breaching whales, and dolphins guided me through the fog and becalmed days to the tropical sunshine," she effused.

Linda plans to finish her circuit in

Bow up is the call from these J/105 bowmen to their skippers at the start of the San Francisco Leukemia Cup.



— cont'd

Hawaii, so her trip didn't officially start until late August, when she sailed out of Hanalei Bay bound for Tonga. On October 1, after 30 days and 2,500 miles, *Yemaya* dropped anchor in Vavau, Tonga. "It really is a slice of paradise here," she wrote on her blog. Look for a more in-depth report on Linda in a future edition of *Latitude* but in the meantime, follow her progress at lindapasquariello.com.

— ladonna

leukemia cup — cont'd

Numerous local and national businesses contributed in-kind sponsorship as well, including Club Nautique, Corum, Ella Vickers, FLIR, Gyro: Hsr, KINeSYS Sunscreen, The Moorings, Realm Cellars, Simon Pearce, Shreve and Co., and Spinnaker Sailing.

As far as the racing goes, Dee Smith's Farr 400 *Team Premier* was the elapsed time winner (and one of the group to cross the \$8,500 mark); while Skip and Jody McCormack's Farr 30 *Trunk Monkey* was the overall corrected time winner on a picture-perfect day on the Bay. The results are in this month's *Racing Sheet* starting on page 112, and more info can be found at www.leukemicup.org/sf.

— rob



ELLEN HOKE / ELLENHOKE.COM

SIGHTINGS

last sail / first sail

On October 15, we took the Olson 30 *La Gamelle* out for what was possibly her last sail in the United States, as the other syndicate members are demanding she be brought to the Caribbean this winter for warm-weather sailing. If it turns out to be her last Zen sail on the Bay, it was the best one in terms of weather. The wind was blowing at an easy five to 12 knots, perfect for singlehanding a little ultralight, and it was shorts-and-T-shirt warm. One of the satisfying things about the sail is that it meant we'd sailed *La Gamelle* all summer without an engine onboard. Of such modest achievements comes surprisingly immodest pleasure.

As we sailed *La Gamelle* from her summer home at Marina Village, and over to Nelson's Marine at the old Alameda Naval Air Station — from which she'll presumably be trucked to Florida — we couldn't help reflecting on what a wonderful summer we'd enjoyed with her. At various times we managed to scare the daylights out of ourselves,

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guppy

Speaking of singlehanded sailors, Laura Dekker, the Dutch teen who is attempting to become the youngest person to solo circumnavigate, is now somewhere in the Indian Ocean. To guard her safety in the pirate-infested waters, her website no longer shows her position, and her blog posts are not only delayed, but they're carefully censored to hide any clues as to her current location.

Dekker left the Netherlands in August, 2010, aboard her Jeanneau Gin Fizz *Guppy* on her quest for the title, and has spent the last year making her way around the world. This summer, she passed through the Panama Canal and success-



October saw lots of light winds, but there were a few spectacular sailing days on the Bay — (clockwise from above) Dueling off Sausalito; 'La Mer' shows her love for the sea; say 'Sea Ya' to The Rock; 'Ma's Rover' smokes toward the Gate; 'Jazzbeau' sings in the breeze.



ALL PHOTOS LATITUDE / ROB

update

fully crossed the Pacific. After a number of stops along the way to explore, she landed in Darwin, Australia, in late August. According to her blog, she departed Darwin in late September.

Dekker celebrated her 16th birthday on September 20 in Darwin and, unless she runs into trouble, she should have little difficulty in beating out Jessica Watson for the title of youngest solo circumnavigator, which the latter earned in 2010.

Last month, Dekker was nominated for the Conny Rietschoten Award, The Netherlands' most prestigious sailing honor. The winner will be announced on November 17.

— *ladonna*



last sail — cont'd

remember old sailing techniques, acquire new ones, share her with friends, and Zen sail her by ourselves. Having regularly commuted from Marin to *La Gamelle* in Alameda, one thing that repeatedly struck us was how crowded and developed the Bay Area has become — and, conversely, how uncrowded and undeveloped the waters of the Bay are. If people only knew how much nature they are missing by not taking advantage of sailing opportunities on San Francisco Bay.

When we got to Nelson's, there was a long stretch of open dock we could tie to, but also a space of about 45 feet between two powerboats. The only Zen thing to do was to 'park' her under sail between the two powerboats. While we were entertaining ourselves by gybing in tight circles to suss out the situation, a woman working on a cruising boat with her son called out to ask if we needed help. Since we were doing the Zen thing, we didn't really want help, but eventually gave in, not wanting to end the *La Gamelle* season with the wrong kind of bang.

Our approach and landing turned out to be fine. Nevertheless, our lines were taken by a woman with counter culture-colored hair and her son, a dwarf. This was a first for us. The woman commented that it was nice to see someone actually sailing a boat, which lead to further conversation

and ultimately our meeting the Willie family — Steve, Tamiko and their 14-year-old son Eli — originally from Morro Bay.

We don't know the entire Willie family story, but they told us of the situation they found themselves in a little more than a year ago. Eli, who has had a lifetime of serious medical problems, had bowed legs that made it difficult for him to walk. Tamiko, who had been shocked with 95,000 volts as a result of a workplace prank gone bad, had many painful scars and nerve damage on the left side of her body that will never heal and will require her to be on medication for the rest of her life. And Steve, the healthiest of three, has to pay three or four times as much for the same asthma medication in the United States as in Mexico. Then there was the matter of having lost their home to foreclosure.

The Willies began to question whether the United States offered their family the potential for the best quality of life. One of the considerations is that many Americans treat less-than-perfect people — such as dwarfs and people in wheelchairs — as if they were invisible. Or even with resentment and hostility. Tamiko recalled a time when a woman approached her in a grocery store and asked her — in front of her son — what she had done that was so bad to deserve a child who was "such an abomination."

Having been confined to a wheelchair for a time after her electrical accident, Tamiko knew firsthand how poorly many Americans treat those with disabilities. And how that's not so much the case in other countries — such as Mexico, where such people are a more integrated part of society. A couple of years ago, the family spent about a month in Puerto Vallarta because the warm weather reduced the pain of Tamiko's scars. "While on the *malécon*, Steve was struggling to get me and my wheelchair up over the curb, both because the curbs are unusually high due to the torrential rains and because I'd put on weight because of my medications," recalled Tamiko. "Anyway, this Mexican gentleman wearing a business suit and carrying a briefcase noticed Steve having trouble, so he immediately stopped the traffic, rushed across the street, and helped lift me and my wheelchair onto

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LATITUDE / RICHARD

Last month, the *Wanderer* enjoyed Zen sailing in company with other boats on the Estuary.

SIGHTINGS

last sail — cont'd

the sidewalk. I don't think too many Americans would have done that."

With the family's prospects in the States not looking very bright, they decided to buy an inexpensive fixer-upper cruising boat, head south to Mexico, and then continue on to other destinations. "Our goal is not to be rich in material things," said Tamiko, "but rather rich in life experiences."

Last Christmas the Willies made the final payment on hull #1 of the spacious Vagabond 39s. She was originally offered for \$99,000, but the owner ultimately accepted their offer of \$20,000. As you



LATITUDE / RICHARD

The Willies got a steal on a used Perkins engine that just needs a few repairs.

might expect, the boat needed — and continues to need — a lot of work. "The diesel was shot and all the systems needed to be redone," is the way Steve put it. Fortunately, both Steve and Tamiko are mechanically inclined. She is a Coast Guard-trained mechanic, and Steve worked on Porsche race cars for many years and even had his own shop. ("I loved working on Volkswagens, but on the Central Coast, VW owners want to pay their repair

bills in herb," he laughs. "Porsche owners paid in real money.")

The family managed to find a Perkins 4-108 diesel that needed a new injection pump in Alameda for just \$800. "We didn't rebuild the engine, but we fixed the injection pump and replaced all the seals, so it runs great," said Steve. "I'd never worked on a diesel before, but I can tell you they are much less complicated than Porsche engines." The couple also found a good deal on a 20-year-old 15-hp outboard that had just one hour on it.

The family spent the summer redoing as many of the boat systems as possible, including lots of rewiring. Knowing Eli would need to be as mobile as possible if they went cruising, they also had him 'worked on'. "Eli's legs had been bowed, making it difficult for him to walk," said Tamiko. "So we spent the summer getting his legs straightened by his doctors at Cedars Sinai Hospital in Los Angeles." When asked to show the scars, Eli didn't hesitate to raise his pant legs. He comes across both a resilient and confident 14-year-old.

Like many cruising boats about to head to Mexico, *Landfall* was a shambles when we took a quick tour. But Steve and Tamiko figure if they just finish off the basics, they can do the rest in Mexico where it's warmer, where the cost of living is lower, where maybe they can earn money helping other cruisers with engine and other mechanical problems, and where people with abnormalities are still treated like humans.

Curiously, Tamiko is the only one in the family with offshore experience, having gained that in the Coast Guard. Indeed, she was the first female member of the Coast Guard assigned to Morro Bay. Back in '94, she was among those who rescued a group of Navy Seals whose boat had been flipped on its transom by a wave at the notorious entrance to Morro Bay. "I can tell you that Navy Seals don't like being rescued by 22-year-old girls," Tamiko laughed. Steve has done a lot of small boat sailing, but within the flatwater confines of Morro Bay.

Tamiko said her family owes a ton of thanks to Carl Nelson, who really helped them out by letting them live in their camper on the

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jeanne socrates

For the last six months, Jeanne Socrates has been in Cape Town making repairs to her Najad 380 *Nereida* after she suffered a knockdown at Cape Horn this spring. Socrates was on her second attempt at a nonstop solo circumnavigation when the incident occurred, forcing her to limp into Ushuaia for temporary repairs until she could reach Cape Town. When she arrived in May, she officially completed a circumnavigation, though not the way she'd hoped.

Since she arrived at the start of the southern hemisphere winter, Socrates



Above, Eli flashes his gams. Spread, the Willie family — Steve, Tamiko and Eli — are looking forward to going where people don't judge you based on the color of your hair or the length of your legs.

to meet the queen

has spent the time until she can leave port again exploring South Africa and giving talks to local clubs. Now that spring is in full force, she has vaguely mentioned leaving port, but offers little insight into her future sailing plans. You can keep track of her plans at www.svnerida.com.

In her immediate future, though, lies quite an honor for any British subject: a meeting with Queen Elizabeth II at Buckingham Palace on December 8. "It should be interesting," Socrates said. "I'm still amazed the palace even knows I exist!"

— *ladonna*

last sail — cont'd

boatyard grounds for four months. Carl, in turn, said that dwarfs around the world owe Tamiko thanks, because she kept after doctors who said there was nothing wrong with Eli's breathing. After being pushed, the doctors not only discovered there was a problem, but that it was a problem found in other dwarfs. We're not sure how the number was calculated, but Carl claimed the discovery found by doctors pushed by Tamiko has saved more than a dozen lives.

By standards of the members of upper echelon yacht clubs in the United States, the Willies and their boat are a little rough. And while we certainly don't know the family that well, we liked what we saw, which was three people dedicated to each other, battling through countless adversities, and working hard to make the best out of their lives. We at *Latitude* wish them better luck than they've had so far.

— *richard*



PHOTOS LATITUDE / RICHARD

AMERICA'S CUP 34

It's only been a year since the Bay was announced as the venue for America's Cup 34, but it seems like it's been forever now that home bound U.S.-based America's Cup fans have had to wait to get a glimpse of the America's Cup World Series.

Thankfully we don't have to wait any longer. And West Coast AC fans don't even need a passport to get a telling preview of what we hope will prove to be one hell of a show on the Bay starting next year. That's because we don't have to go any farther than downtown San Diego from the 12th to the 20th of this month for the first AC World Series in North America.

As a venue, San Diego ticks off nearly all the boxes required for the type of show that Russell Coutts and Larry Ellison are attempting to put on; one that will not only bring exciting America's Cup racing to people who have already discovered the sport, but also to those would-be sailors out there who haven't yet.

Unlike the America's Cups of '88, '92 and '95, which were sailed so far off Pt. Loma that they were barely visible from it on a hazy day, the AC World Series will be held inside San Diego Bay, in the heart of the most heavily trafficked part of San Diego's waterfront.

There will be vantage points galore, both for people who are there expressly to see the event, and those who will just happen upon it. The area is so



ACEA

constrained in fact, that America's Cup Race Management is asking erstwhile on-the-water spectators to watch from shore.

The main event area will be centered around the *USS Midway* and Navy Pier adjacent to the sexy cruise ship terminal on the Broadway Pier (home to the America's Cup Event Authority offices and media center) — a perfect location that's close to hotels, non-stop nightlife, and Lindbergh Field, San Diego's airport. From an event standpoint this makes for a great location, something we witnessed firsthand at the Oracle RC 44 Cup San



Diego earlier this year — essentially a much smaller version of the AC World Series.

One awesome thing about the

AC WORLD SERIES SAN DIEGO EVENT SCHEDULE

Saturday, November 12

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 1:00 p.m. — Three fleet races (time approximate and according to conditions)
 6:00 p.m. — AC Village closes

Sunday, November 13

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 1:00 p.m. — Three fleet races (time approximate and according to conditions)
 6:00 p.m. — AC Village closes

Monday, November 14 — non-race day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

6:00 p.m. — AC Village closes

Tuesday, November 15 — non-race day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 6:00 p.m. — AC Village closes

Wednesday, November 16

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 11:00 a.m. — AC Main Stage opens - Oracle Race simulator
 1:00 p.m. — Racing begins (time approximate and according to conditions)
 4:00 p.m. — Mike Halloran, radio MC
 4:15 p.m. — *LIVE MUSIC*: Battle of the Bands 4th place winner plays
 5:30 p.m. — Race highlights and athlete

interviews from the stage
 5:45 p.m. — Mike Halloran, radio MC
 10:00 p.m. — AC Village closes

Thursday, November 17 — San Diego Music Day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 11:00 a.m. — AC Main Stage opens - Oracle Race simulator
 1:00 p.m. — Racing begins (time approximate and according to conditions)
 4:00 p.m. — *LIVE MUSIC*: Battle of the Bands 3rd place winner plays
 5:00 p.m. — Mike Halloran, radio MC
 5:15 p.m. — Little Hurricane
 6:15 p.m. — Mike Halloran, radio MC
 6:45 p.m. — Athlete interviews from the stage

— AC WORLD SERIES SAN DIEGO



LATITUDE/ROB

From left — the racing area as viewed from Pt. Loma; the Broadway Pier Cruise Ship Terminal will be front and center; the RC 44s put on the kind of up close and personal show you'll see from the AC 45s.

Oracle RC 44 Cup was the legion of local volunteers who showed up to facilitate the proceedings.

In fact, at one point, it was rumored

that RC 44 Class brass requested that the volunteers leave the VIP area because the omnipresence of their signature blue shirts made the atten-

dance appear otherwise paltry during the more lightly attended, mid-day and mid-week part of the program. Under the auspices of SEA San Diego, the

7:00 p.m. — LIVE MUSIC: The Silent Comedy

9:00 p.m. — LIVE MUSIC: The Donkeys

All afternoon, local VJ Miguel Vega

10:00 p.m. — AC Village closes

Friday, November 18 – Healthy Oceans Day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

11:00 a.m. — AC Main Stage opens - Oracle Race simulator

1:00 p.m. — Racing begins (time approximate and according to conditions)

4:00 p.m. — Mike Halloran, radio MC

4:15 p.m. — Earth Amplified

5:15 p.m. — Mike Halloran, radio MC

5:30 p.m. — LIVE MUSIC: Battle of the Bands 2nd place winner plays

6:30 p.m. — Mike Halloran, radio MC

6:45 p.m. — Athlete interviews from the stage

7:00 p.m. — Mike Halloran, radio MC

7:15 p.m. — LIVE MUSIC: K. Flay

8:15 p.m. — Mike Halloran, radio MC

8:30 p.m. — DJ

All afternoon, VJ Grant Davis

10:00 p.m. — AC Village closes

Saturday, November 19

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

11:00 a.m. — AC Main Stage opens - Oracle Race simulator

1:00 p.m. — Racing begins (time approximate and according to conditions)

4:00 p.m. — LIVE MUSIC: Battle of the Bands 1st place winner plays

5:00 p.m. — Awards Ceremony for AC World Series San Diego Match Race Champion

5:30 p.m. — Mike Halloran, radio MC

5:45 p.m. — Athlete interviews from the stage

6:00 p.m. — LIVE MUSIC: The Chain Gang

of 1974

7:00 p.m. — Mike Halloran, radio MC

7:15 p.m. — LIVE MUSIC: Hyena

8:15 p.m. — Mike Halloran, radio MC

8:30 p.m. — LIVE MUSIC: Diplo

All afternoon VJ Grant Davis

10:00 p.m. — AC Village closes

Sunday, November 20

11:00 a.m. — AC Village merchandise, food and beverage stands, the Oracle Race Simulator on stage, and race highlights on the big screen

2:00 p.m. — Racing begins (time approximate and according to conditions)

3:00 p.m. — Special live concert

3:30 p.m. — Awards Ceremony for AC World Series San Diego Fleet Race Champion

4:00 p.m. — Special live concert

5:00 p.m. — Mike Halloran, radio MC

7:00 p.m. — Live program closes

10:00 p.m. — AC Village closes: you don't have to go home, but you can't stay here.

AMERICA'S CUP 34



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— AC WORLD SERIES SAN DIEGO

event's local partner and organizer of the legion of volunteers, the RC 44 Cup really flew, attracting healthy crowds as it built momentum.

The America's Cup Event Authority has put together a full entertainment schedule for much of the last five days of the event, with headlining music acts, DJs, VJs, a battle of the bands competition, and a race simulator. On the musical front, there are some pretty relevant performers involved.

The acts touch on a wide range of popular contemporary genres and some that are pretty liminal. As far as bands go, there's *The Chain Gang of 1974*, a polished synth-pop group out of Denver. *The Silent Comedy* plays a peculiar kind of roadhouse blues/rock. San Diego Band *The Donkeys* will bring their brand of luded-out, round-the-campfire country-rock. The ultra lo-fi *Hyena* sounds a lot like their name suggests. On the hip-hop tip is *K. Flay*, a legit San Francisco-based

female MC/producer with a unique, intelligent style that people who don't like the genre can probably get into. On the electronic side is DJ/producer

... it will likely be the first regatta party you've ever been to that doesn't play the same old played-to-death music you hear at almost every. single. regatta. party.

Diplo, who in addition to his own work, has remixed and collaborated on tracks ranging from modern, hard-to-classify MCs like *M.I.A.* to sanctioned reinterpretations of the Verve Records catalog. Now, if you can't dance to music you've

never heard, you'll probably be S.O.L. But one thing is for sure, as long as the "special live concert" slot doesn't include any of the usual suspects in a surprise appearance, it will likely be the first regatta party you've ever been to that doesn't play the same old played-to-death music you hear at almost every. single. regatta. party.

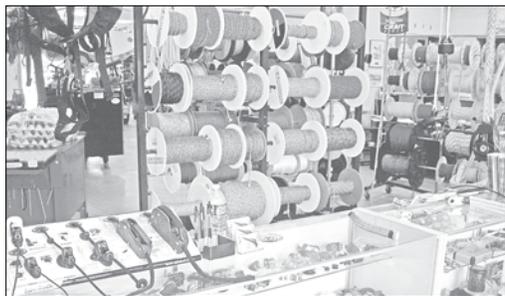
Of course, chances are, you won't spend the entire time at the event if you're down there for the whole nine days, and one of the great things about the location is that there is so much to do within a relatively short walk or drive — or cab ride as the case may be. Right there next to the event village is the *Star of India* — a genuine windjammer operated by the San Diego Maritime Museum — not to mention the *U.S.S. Midway* Aircraft Carrier Museum which you'll have a hard time missing!

Across the Bay is Coronado island home to the iconic Hotel Del and one of the least crowded beaches in the area.

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AMERICA'S CUP 34

Ten blocks to the east is the historic Gaslamp Quarter, and the funky Little Italy area is about 10 blocks north. Go a little farther inland and you'll be in the massive Balboa Park, home to the San Diego Zoo, Botanical Garden, Air and Space Museum and an awesome and often overlooked municipal golf course.

Farther west is Pt. Loma, home of the San Diego YC, where Russell Coutts first hoisted the Auld Mug back in '95. On the Point's north shore is Ocean Beach, which ends where Mission Bay and Mission Beach begin.

Farther north is Pacific Beach, one of the more hardcore nightlife spots on that side of Interstate 8. Continuing north along the coast brings you to picturesque La Jolla, one of the swankier areas in all of San Diego. Go even farther and eventually you'll end up at Torrey Pines golf course, which hosted the '08 U.S. Open and is one of the most revered municipal courses in the country.

You can keep going north and end up

in the beach communities of Del Mar, Solana Beach and Encinitas — all fun places to chill if you need a break from the sublime drive up the coast.

We know you'll be there at the event to watch the racing, and we expect that it will produce. The only question is, "will there be wind?" But with boats intended to race in five-knots of breeze, that shouldn't be a problem. There are plenty more details at www.americascup.com, in-



GILLES MARTIN-RAGET

The action may not resemble what Plymouth, England experienced, but the America's Cup World Series San Diego should be a good progress check on Russell Coutts' vision for the Cup.

cluding info on VIP packages and a chance to win a ride on an AC 45. We hope to see you there!

— **latitude**/rg

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THE LATITUDE 38 INTERVIEW

Tom Corogan

There's no end to the interesting people you meet when you take the time to walk the docks. As we were making the rounds in San Diego last month, we met 84-year-old Tom Corogan, before he departed on October 9 aboard his Westsail 32 TLC. The Ohio native has many thousands of miles under his keel, including two Atlantic crossings, but has yet to accomplish his ultimate goal of rounding Cape Horn. This will be his sixth attempt at the feat. We think you'll find him as fascinating as we did.

Latitude 38: It's our understanding that you're 84 years old and are about to sail singlehanded to Cape Horn. Have you done much sailing before, singlehanded or otherwise?

Tom Corogan: I do have quite a bit of sailing experience. I singlehanded my Brewer 44 TLC to Europe and back in '87, and did it again with my Westsail 32 TLC in '97. And this will be my sixth attempt to sail around Cape Horn. The closest I got was a little more than a year ago when I made it to three days past the Galapagos. But yes, I am 84, and yes, I am sailing to Cape Horn.

38: You look terrific for 84. What's the secret for staying healthy and having so much vitality?

TC: I eat dandelions. I drink well water. And I sleep with my head pointed north.

38: (Muted laughter) You're not pulling our leg, are you?

TC: I'm not. (Said with no umbrage at our stifled laughter.)

38: Are you on some kind of health regimen, and how many dandelions do you eat?

TC: I eat as many dandelions as I can get. I started eating a plant called lambsquarters, one of the most nutritious plants there is. Dandelions are second best. I eat them raw, and I eat the whole thing — blossom, stem and root. But no, I'm not on some specific health plan.

38: Do you eat meat or fish?

TC: I eat very little meat. I catch and eat fish.

38: (Laughter) I guess we could have guessed the latter based on the fishing net on the bulkhead behind you. Do you follow an exercise regimen?

TC: No, but I do own a 150-slip marina at Port Clinton, Ohio, on the shores of Lake Erie, and there can be a lot of physical work involved. By the way, the west end of Lake Erie has good fishing for walleye — a delicious fish — as well as perch, so my marina has mostly powerboats, with about a dozen sailboats. Our season runs from April to November 1. It takes me a month to secure things after the season, by which time it's almost Christmas. Then I usually go to the Miami Boat Show in February. When I get back, it's time to get the marina ready

"It was so rough that we were unable to have coffee for six days. We just couldn't keep the pot on the stove! It wasn't a storm, just the normal 20+ knots of trades and 8-ft seas."

for another season. I've owned the marina for 35 years.

38: Thirty-five years? We started *Latitude* 35 years ago.

TC: *Latitude* is an excellent magazine. I picked one up and thought it would be mostly ads and stuff, like other magazines, but I was impressed with the articles and particularly all the

factual information.

38: Thank you. Tell us a little about your trip to the Galapagos last year.

TC: I started in Port Clinton, did the Erie Canal, the Hudson River, New York, Bermuda, the Virgin Islands, Panama, Colombia and Ecuador. But I broke my leg getting off my boat and into a *panga* in Panama. The break was at the top end of the tibia at the knee joint, and tore the meniscus and cartilage. I flew home for medical attention, then returned to the boat and sailed to the Galapagos. I was three days into the passage from the Galapagos to Easter Island when my knee got too bad to continue. So I sailed back to Florida and shipped the boat home. I worked on her all winter, then shipped her to California so I could try again this year.

38: What have you found to be the good and less-good qualities of the Westsail 32?

TC: I've owned TLC for 15 years and done a lot of ocean sailing with her. The upside is that she's comfortable. The downsides are that she's relatively slow and doesn't point well. But speed isn't important to me. Furthermore, it can get uncomfortable enough on the ocean in heavy boats like my Westsail, so I wouldn't go in a lighter boat.

I would like to mention that I have a lot of respect for my Monitor windvane, which is made by Scanmar of Richmond. I met the owner, Hans Bernwall, at the Miami Boat Show. The stronger the wind blows, the better the Monitor works. It's the reverse of a lot of marine equipment — such as my Autohelm autopilot. When beating up the western Caribbean for the Cayman Islands in the northeast trades last year, the Autohelm kept popping out of the bracket and trying to go over the side. Luckily I had it tied to stay on the boat. I wanted both the vane and the autopilot because the vane follows windshifts, which isn't always a good thing.

38: That's a nasty trip from Panama to the Cayman Islands — you're battling the trades, the seas and the current.

TC: It was so rough on that passage that my Argentinian crew and I were unable to have coffee for six days. We just couldn't keep the pot on the stove! It wasn't a storm, it was just the normal 20+ knots of trades and 8-ft-or-so seas. It was the end of November, and we were just bucking into it. By the way, I only had crew because my knee was in such bad shape.

38: You have to excuse us, but we just have to get back to the dandelions for a minute. Do you get them from — and we're not trying to be disrespectful — a nursery or what?

TC: I get them from my lawn. Unfortunately, you can't save them because they wilt. There is a big grocery chain in the Midwest that is starting to carry dandelions, but only the tops. If you go to the internet, you'll find that there is quite a bit of info on eating dandelions.

38: It reminds us of the guy who invented petroleum jelly. He ate a spoonful of the stuff every day, and lived to about 100.

TC: My father had a bowel problem, so his doctor had him take a medication called Petrolagar, which was mineral oil, little more than Vaseline in liquid form. He took a teaspoon a day and he lived to 70.

38: Where did you start from on your West-sail trip to Europe, and how long did it take?

TC: I left from New York. It took me 20 days to get to the Azores and another 10 days to get to Portugal. That's standard. On the way back, I sailed from Portugal to the Canaries to the Cape Verdes to Barbados. The last leg across the Atlantic took me 18 days.

38: Those aren't bad times at all. We once did the Canaries to St. Lucia in a Jimmy Cornell Atlantic Rally for Cruisers. What fabulous sailing conditions!

TC: Back in '98, I did the Columbus 500 that Jimmy Cornell headed up. Spain to Madeira to Porto Santo to San Salvador. I didn't sail with him, but he's a super guy. I have all his books.

38: What are your plans for this trip?

TC: When I attempted this trip last year, I was three days out of the Galapagos when my knee collapsed. But I was making so much leeway because of the Humboldt Current that I was getting driven toward Pitcairn Island. So this time I plan to sail to the Horn from Salinas, Ecuador, because I'll have about a 400-mile edge on beating the current. But the Humboldt Current is vicious, running at up to four knots.

I originally figured that I would get to Ecuador in October, Easter Island in November, and Cape Horn in December, which is summertime down there. But I've been prevented from starting by all the hurricanes off Mexico — there have been five of them in October. So I'll be about three weeks to a month later than my original plan. And instead of one long passage to get south, I'll be doing some shorter ones and checking the weather. But I'll be leaving tomorrow.

38: October 9? A lot of the powerboats have headed south or are about to, but when it comes to sailors, you're going to be an early bird.

TC: I'll stop in Turtle Bay, Mag Bay, and Cabo to check on the weather. Maybe Puerto Vallarta, too. Then there is the Gulf of Tehuantepec. I met a guy at Downwind Marine who told me that he got caught in a blow there for 10 days.

38: You don't want to get caught in one of those, but they are pretty easy to predict. In some ways the *papagayos*



farther south can be more troublesome. They don't blow quite as strong, but they are more frequent and more difficult to forecast.

TC: I'm also going to stop at Cocos Island, because it's in a straight line from Tehuantepec to Salinas, Ecuador. I never heard of Cocos Island until my doctor in Cleveland, who is from Costa Rica and who was treating my knee, told me that I had to stop there. On my second visit to him, I brought a chart of Cocos, and he showed me what bay I should stop in and where the dock was. But there are apparently no supplies or services there.

38: You've been to Ecuador before. Did you get along with the officials?

TC: Ecuador is my favorite country! Number one, all the people have smiles on their faces.

Overall, the people aren't as nice in Colombia,

but I had a very special experience there. It was on my fourth attempt at Cape Horn. By the way, some attempts haven't gotten very far — on one, I didn't even leave the Chesapeake before I had to have my engine rebuilt. But on my fourth attempt, I sort of got shipwrecked on the Pacific Coast of Colombia while on my way from Panama to Ecuador. I'd sailed through an area of branches and logs, the biggest of which were three feet in diameter. I hit one of them with my Max-Prop, causing the prop to stick in the feathering position. When I put the engine in gear and hit the throttle, the prop spun but didn't do anything except throw water up the side of the boat. By the way, I still have that prop, and it's for sale.

So I had no usable prop and there wasn't much wind. Fortunately, I was upwind of Buenaventura, Colombia, which just happens to be the largest port in that country. The wind and tide filled in as I approached the dock and, with no water flowing past my rudder, I hit two small boats, one of which almost landed on top of me. Fortunately, once the yelling was over, the locals treated me decently. They did, however, make me anchor out rather than let me dock, and they charged me \$10 every time I brought my dinghy in or out. The port captain also made me hire a ship's agent to clear in, and since the ship's agent didn't speak English, I had to hire an interpreter, too. I think I was the only *gringo* in this town of 365,000 people.

For many days the agent and interpreter tried to find somebody who could dive on my boat and get the prop off, or haul

the latitude interview:

the boat so the prop could be easily removed. But they had no luck. On the sixth day, the interpreter said, "Come with me, we're going to the church to pray." So I put on a clean shirt and went to his church. After the sermon, he had me stand before the congregation and explain — in English — my problem. Then the agent translated what I said. When that was over,

"When people used to say, 'I'll pray for you,' I didn't put much into it. But I look at it differently now. And I guess the more people praying for you, the better."

he made me get on my knees in front of the altar and pray my boat would get repaired, and had the congregation pray for me, too.

A diver showed up on the dock the next morning with two scuba tanks! It took him three hours to get the Max-Prop, which is a very complicated beast, off the shaft. But he didn't lose any of the many small parts. And he put on my replacement three-blade fixed prop. It didn't fit all the way on the shaft, but it was good enough for me to get back to the States. I never believed in the power of prayer before, but I saw it at work with the arrival of the diver. It changed my life.

38: Do you go to church?

TC: I don't think church has anything to do with it. It's about

communicating. But if there is something really serious, I will pray. When people used to say, "I'll pray for you," I didn't put much into it. But I look at it differently now. And I guess the more people praying for you, the better. *(Laughter.)*

38: How many miles is it from San Diego to Cape Horn?

TC: It's 2,500 miles from San Diego to Ecuador, Ecuador to Easter Island is 2,500 miles, and from Easter Island to Cape Horn it's 2,500 miles. So it's a total of about 7,500 miles.

38: Six attempts at Cape Horn from Port Clinton, Ohio. We guess the big question is 'why'?

TC: I never could figure that one out.

38: Do you have any friends who have done it?

TC: Yes, the famous American sailor Hal Roth. I met him in the Azores years ago when he and his wife were getting his Santa Cruz 50 ready for an around-the-world race. I saw a man working on a boat with an American flag, so I stopped to talk. The name of the boat was *Whisper*, so I told him that that was the name of Hal Roth's boat. He laughed and said, "I'm Hal Roth." I went shopping with his wife Margaret. She bought some eggs and later greased them the way sailors used to do to keep them from going bad.

38: Where to after Cape Horn?

TC: The Falkland Islands and the other Brit or formerly Brit islands — Tristan de Cunha, St. Helena, Ascencion. I've already stopped at Fernando de Noronha. Maybe I'll go to the west coast of Africa after those islands or maybe I'll sail home. I'll be 85 then, so I just don't know.

38: You're no longer 50 or even 65. What are the age challeng-



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tom corogan

es? Or are you more relaxed than when you were younger?

TC: You could say that I've been in training for this. *(Laughter.)* When I got back from my last attempt in December, I decided I had to go in training. So I quit drinking, did all the exercises to rehabilitate my knee, and started doing more physical work in the marina. Lifting the 40-lb concrete blocks, for example.

38: Have you lost weight?

TC: No.

38: Do you feel stronger?

TC: No. But I wish I did. *(Laughter.)*

38: How much did you drink before?

TC: A glass or two of wine at night. Never more than that. But I notice that I think more clearly and that I get more done now that I've stopped drinking. If you sit and drink for an hour or two at night, that's two hours lost.

38: What about your vision, night vision, hearing, mental mistakes and so forth?

TC: My vision is getting worse, but I can still see fine. My hearing is getting worse, but I can still hear well enough.

38: Are you married?

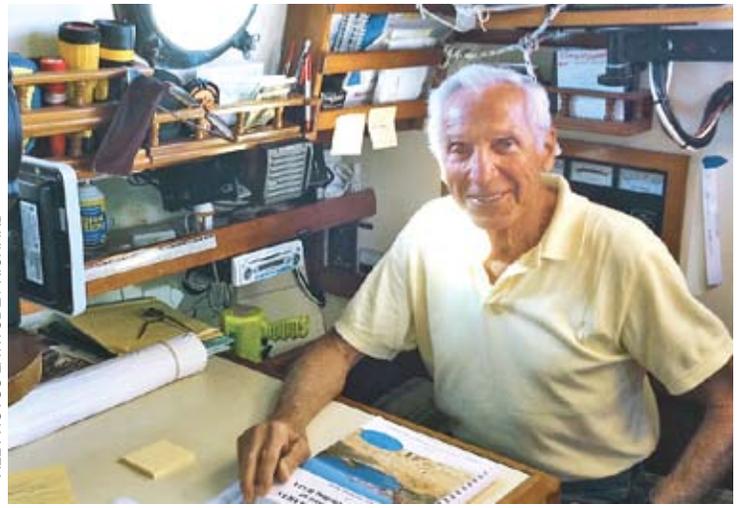
TC: No.

38: Do you have kids, and if so, what do they think of your trip?

TC: I have kids and they've been very supportive. But there are two ways to look at that. If I were lost at sea, that would accelerate their getting an inheritance. *(Laughter.)* What they don't know is that, under Ohio law, somebody has to be lost

for seven years before they are presumed dead. So if I were lost at sea, I would have the last laugh. *(Laughter.)*

38: Anything unusual in the way your boat is equipped?



ALL PHOTOS LATITUDE / RICHARD

Tom's nav station is as organized as the rest of his boat. If his sixth attempt at Cape Horn fails, it won't be for lack of preparation.

TC: Not really. I have the original Perkins diesel, but it's been rebuilt.

38: You're probably a good engine guy anyway.

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the latitude interview

TC: No, I'm not.

38: A backup generator?

TC: No. No solar panels either. I have a wind generator that will trickle charge in 10 to 15 knots of wind. But I don't have many conveniences, so I don't need much juice.

38: Fridge?

TC: No. My ice box holds 150 lbs of block ice, which lasts two weeks. I just use it if I catch fish. Speaking of fish, I know people who spent thousands of dollars on lures to catch marlin and other fish. See these? (*He holds us a Ziploc bag with some lures in them.*) I picked up the lures in this bag for 99 cents each at the Miami Boat Show. The hot pink one has helped me catch swordfish, marlin, dorado, wahoo, and all kinds of tuna.

38: When you singlehand, do you use the guard zone on your radar to keep from being hit by other ships?

TC: No. It uses too much electricity. But I did buy an AIS, which supposedly doesn't use very much juice.

38: What about electronic charts or Navionics on an iPhone?

TC: I use both electronic and paper charts. Electronic charts are easy and simple to use, but for planning and analyzing, I prefer paper. See all the rolls of charts I have up forward?

38: Yes, that's a lot! It's going to be cold at Cape Horn.

TC: I've got a little diesel heater. And I'm from Ohio, so I know a bit about cold.

38: We'd like to compliment you on how clean and organized your boat is.

TC: Thank you very much.

The following day, we accompanied Tom Corogan on his boat to the fuel dock at Shelter Island to get ice, during which time he told us that, prior to buying the marina, he'd been a lawyer in



Tom pulling his meticulously maintained Westsail 32 'TLC' away from the fuel dock in San Diego, bound for Cape Horn.

the little town of Port Clinton. Near the end of his career, he got what he said was the supreme compliment from a lawyer in the next town. "Tom is about the only lawyer who can find his ass, even with two hands," he said.

— **latitude** / richard

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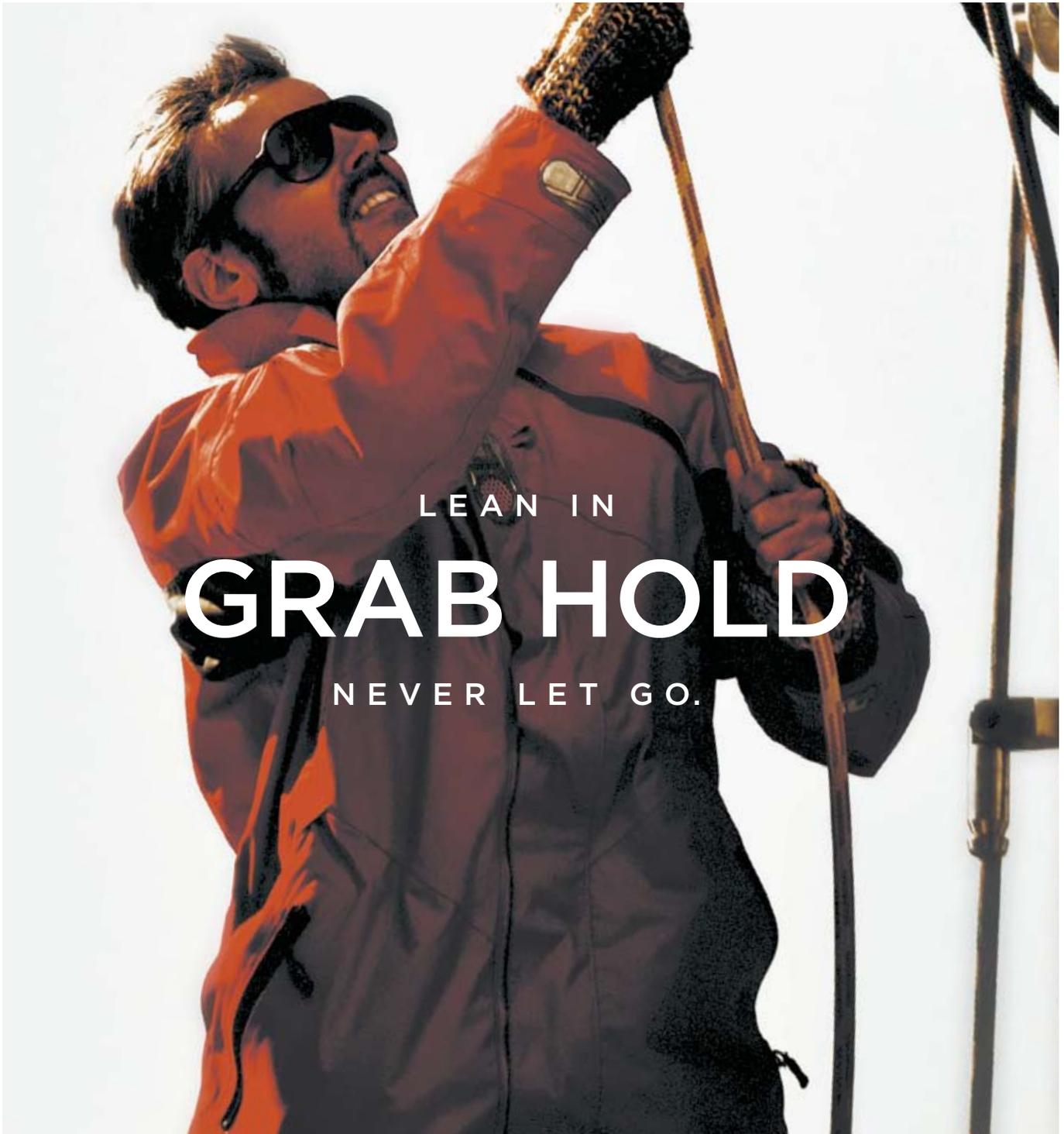
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DIESEL ENGINES

"Diesels love their oil like a sailor loves his rum." This iconic line uttered by Captain Ron in the classic sailor's comedy of the same name was a warning to the boat's owner to keep the oil-burning engine topped up. But this advice doesn't necessarily hold true for all diesel engines. Advances in design and technology have yielded diesels that are practically bullet-proof, if cared for correctly and consistently.

The fact that practically each model from any given manufacturer comes with its own, very specific maintenance schedule means that before you perform any task on your engine, you should always refer to the manual that came with it. If you bought your boat used or you've misplaced the engine manual, stop what you're doing and go find one. Whether you download it from the manufacturer's website or buy a used one off eBay, make sure it's the manual for your specific model. Then let it be your 'engine bible' and follow its instructions to the letter.

In the meantime, this article will outline a handful of basic maintenance chores that will keep your diesel chugging along for years to come.

You don't need to know exactly how a diesel works to keep it in top running condition, but it doesn't hurt, either. Diesels are deceptively simple and need just three things to run: fuel, air and compression. If one of these is missing from the equation, that hunk of iron in the bowels of your boat might as well be a gigantic paperweight.

Here's the *Reader's Digest* version

of how a diesel engine works: Inside the engine is at least one cylinder that houses a piston. A big electric starting motor initially turns the piston, which pushes up to compress the air inside the cylinder. The air becomes super-heated when it's compressed and, at this point, diesel gets sprayed into the cylinder by an injector. A small 'explosion' forces the piston back down and inertia takes over from there. There are, of course, many other details involved, but this is the basic, stick-figure drawing of how a diesel engine works.

Maintaining a diesel engine is probably one of the more psychologically daunting tasks for many boat owners. There are about a kajillion little — and big — parts that are a total mystery. For many, the easiest thing to do is simply ignore the beast until it gives you trouble, then call in professional help. Unfortunately, by taking this head-in-the-sand approach, you're significantly hindering the performance — as well as shortening the life — of your engine. The good news is that if you perform a handful of basic main-

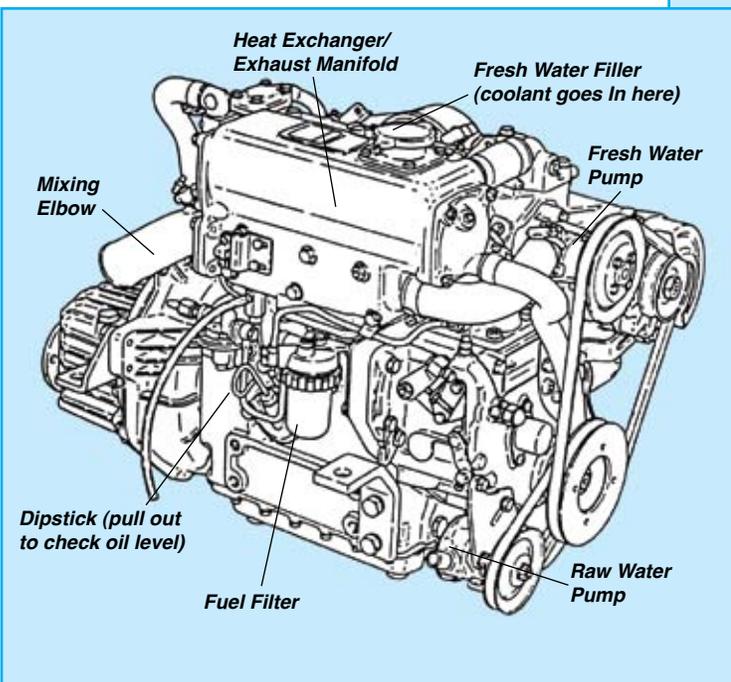
tenance tasks, your engine can almost always require changing the oil, as well. Even if it didn't, it hardly makes sense to change the filter and not the dirty oil that needs filtering. Again, you'll have to reference your owner's manual because there are several different methods for changing the oil in an engine, depending on its design. Our Yanmar, for example, requires the use of an oil extractor — stick the hose in the dipstick tube and pump away. Other engines have drain plugs on the bottom

be it. Technically speaking, that's three things, as you'll have the air, oil and fuel filters to change. But doing so will go a long way toward keeping your engine purring like jungle cat.

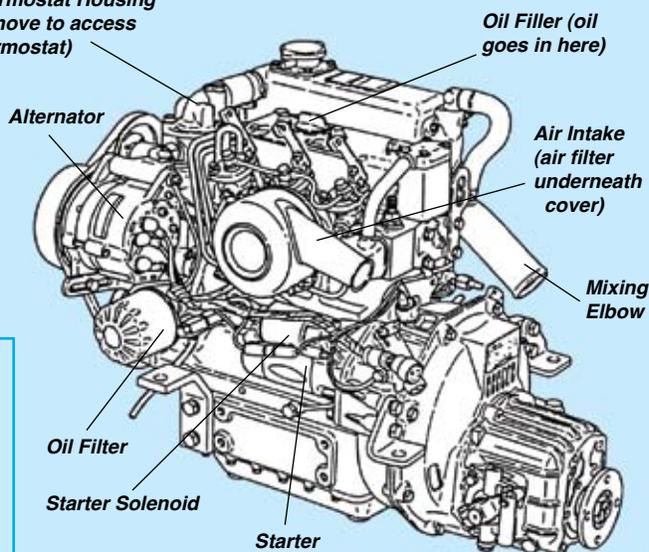
AIR

Diesel engines consume a tremendous amount of air. While the marine environment isn't known for its gritty nature, dust from boat work, sand in desert locales, and pet hair can wreak havoc on an engine if not filtered properly. The tiniest dirt particles can score the soft metals inside the engine, which can lead to costly repairs. The safest bet is to replace your engine's air filter at regular intervals (check your owner's manual for a timeline), regardless of how clean it looks. This is undoubtedly the easiest and cleanest task associated with your engine, so enjoy it while you can!

OIL
Changing the oil filter in your engine



Thermostat Housing (remove to access thermostat)



tenance tasks, your engine can happily run for thousands of hours.

If you perform just one maintenance task on your diesel engine, changing its filters frequently should

almost always requires changing the oil, as well. Even if it didn't, it hardly makes sense to change the filter and not the dirty oil that needs filtering. Again, you'll have to reference your owner's manual because there are several different methods for changing the oil in an engine, depending on its design. Our Yanmar, for example, requires the use of an oil extractor — stick the hose in the dipstick tube and pump away. Other engines have drain plugs on the bottom

of the oil pan, while others might have a handy oil change tube built right in.

Changing the oil can be a messy job so be sure to wear old clothes and rubber gloves, and have plenty of OilSorb pads

better the quality oil you're buying. It's also best to steer clear of generic stuff from discount stores as the few dollars you'll save today may cost you dearly down the line. Keeping the oil topped up to the 'max' line on your dipstick will ensure that all the moving parts inside will be adequately lubricated.

FUEL

Dirty fuel is the leading cause of engine problems in boats, so keeping the fuel clean is of the utmost importance. Of course the best way to ensure your engine is sipping clean fuel is to be certain that the diesel you're putting in your tanks is clean to begin with. Unfortunately, it's difficult to know what's being pumped into

your tanks, especially outside of developed countries. Your best insurance is to use a multistage filter funnel (a.k.a. Baja filter) every time you refuel. These fine mesh filters can collect everything from water to rocks, but don't trust that they're catching everything — if you spot any sign of contamination, stop fueling immediately.

Most diesel engines have a small fuel filter attached to them that acts as the secondary filter in the boat's fuel system. This filter is used to collect tiny particles of dirt and water, and gets clogged easily, so a primary filter that guards against larger amounts of water and bigger pieces of crud — such as a Racor — should be installed between the fuel tank and the lift pump.

Carry plenty of spare elements for both filters, especially if you're unsure of the quality of your current fuel supply or the fuel you'll be buying in the future. Then learn how to change them. Luckily, this job only needs to be done about every 300 hours (check your owner's manual) or when you see signs of contamination in your primary filter bowl. Make it standard practice to change both at the same time. This is also a dirty job that requires gloves and OilSorb pads, and is an excellent time to learn how to bleed your fuel system since changing the filters almost always introduces air into it.

As mentioned, prevention is the best way to keep fuel clean. But even with the most meticulous fueling procedures, gunk can still clog your filters. This goo is typically generated by water-borne bacteria that thrive in the no-man's-

land between the fuel and the water at the bottom of the tank. Wait . . . water? How did water get in the tank? There are a number of ways for water to infiltrate your fuel tank — unfiltered fuel, a poorly gasketed deck-fill cap, a vent that allows water into the tank, or the simple process of condensation. All of these causes can be curbed — filter your fuel, make sure deck caps fit tightly, move vents to a place water can't reach them, and keep the tank full — but the reality is, you'll eventually get water in your fuel tank.

Ironically, the fuel pick-up tube is located at the same spot water, sediment and crud settle — the bottom of the tank — so it's vital to keep the tank clean. One option is to install a tank with a drain at the bottom, but that's a big undertaking, especially when the tank is built into the structure of the boat.

If you know your tank is foul but don't want to install a new tank, the next



COURTESY/KKMI

Exhaust mixing elbows should be considered 'disposable'. Carry several spares if you're planning an extended foreign cruise.

on hand. Once you've removed as much oil as possible from the engine, the filter can be changed with minimal mess. As for which brand of filter to buy, do whatever your manual suggests — if it says to only buy their brand, you really are better off doing so rather than cheaping out with after-market versions, which have been known to lead to oil leaks.

Engine oil not only becomes dirty with carbon particulate, the additives used to keep the engine parts clean are depleted, making the oil much less effective and exposing your engine to harmful corrosion. If oil is not changed on a regular basis, so much carbon will build up that a sludge forms and a major engine malfunction is almost certainly imminent.

Generally speaking, oil should be changed every 100-150 hours of operation. In his excellent book *Boatowner's Mechanical and Electrical Manual*, Nigel Calder recommends reducing that to every 50 hours if you're running in less-developed countries that offer only fuel with a high-sulfur content. Some manufacturers allow changing the oil filter every other oil change, but you can't hurt anything by changing it every time.

When choosing what kind of oil to use, defer to your manual, but know that you should only use oil rated for compression-ignition engines. These are clearly marked on the front or back of the container with the letter C followed by other letters and sometimes numbers, such as CE, CF, CG and CJ-4. The later the second letter is in the alphabet, the

DIESEL MAINTENANCE SCHEDULE

To keep your diesel running well into the lifespans of your grandchildren, follow the manufacturer's recommended maintenance schedule. If you don't have that, here are some guidelines:

Every 6 months or 100 hours

- Change oil and replace filter
- Check transmission fluid
- Perform a thorough visual inspection
- Clean up engine and touch up paint
- Check zincs (where applicable)
- Inspect exhaust system
- Inspect hoses and clamps
- Check belt tension

Every 2 years or 300 hours

- Replace fuel filters
- Change transmission fluid
- Drain, flush and refill coolant
- Replace raw water pump impeller
- Replace air intake element
- Check engine alignment

Extended maintenance (600 hours)

- Check/replace exhaust elbow
- Rebuild/replace raw water pump
- Replace all belts and hoses
- Check/adjust valve clearances
- Check head torque (to mfrs. specs)

best option is to hire a professional fuel polisher. They'll use a massive filtration system to clean your fuel, and (hopefully) access the tank to get out much of the nasty stuff.

When your tank is clean, ask your mechanic which biocide he/she recommends. These products inhibit the growth of bacteria, but they won't clean up the mess left by a previously flourishing colony, so be sure you're working

DIESEL ENGINES

with a clean tank.

Anyone who's had to change filter after filter in rambunctious conditions at sea because the jostled sediment in the tank is clogging the fuel line will tell you how important it is to keep your fuel and tank immaculate. Not only will it save you uncomfortable moments at the most inopportune times, but it will also save your engine.

Next on the maintenance list is the cooling system. Again, all engines are different, so your manual will guide you in the best way to care for your cooling system. If your engine has zincs, change them regularly (long before they've been eaten away!). If you have a freshwater-cooled engine, only use the antifreeze suggested by the manufacturer. As for raw water engines, make sure water is spitting out of the exhaust as soon as you fire it up. If it isn't spitting, clean out the raw water filter; if that's clean, check the impeller.

You'll also need to periodically check the exhaust mixing elbow, as the hot gas-



LATITUDE / LADONNA

Oil absorbers and good quality diesel-specific oil are essential for any oil change.

ses and cold saltwater combine to create a caustic mix that can eat through the metal surprisingly quickly. Always carry at least one spare exhaust elbow, more if you're leaving the country.

Besides checking belts, hoses and hose clamps, the only other big item

on the list is corrosion prevention. Your engine's electrical system is especially susceptible to corrosion, so it behooves you to make sure your engine compartment is relatively leak-free. Corrosion on the engine can also cause problems down the road so if you see some paint flaking off, give it a good scrub followed by a shot of engine paint.

Not only is the engine by far the most expensive system on a boat, it also tends to be the most abused. Besides outright neglect, the two most common ways to significantly shorten the life of your engine are 1) to run it for long periods of time at idle, such as to charge your batteries; and 2) to only run it for very short periods of time.

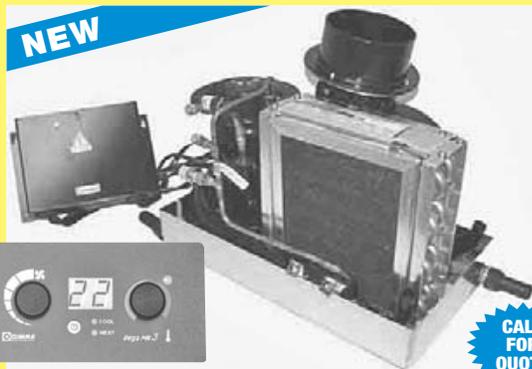
Today's diesel engines like to be run at high RPMs — check your manual for the manufacturer's RPM suggestions — so running them for long periods of time at idle causes carbon (soot) to build up in all the places you don't want it — injectors, pistons rings, and valves, for a start.

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Unlike in gas engines, you can't 'blow out' the accumulated carbon by revving up a diesel. Once it's there, it's there.

The best approach is to use alternate charging methods if you're not running the engine under load — solar panels, wind generators, portable gas generators or gensets are all options that will lengthen the life of your engine, potentially saving you tens of thousands of dollars.

By doing what comes naturally, sailors inadvertently cause undue wear to their engines by running them for short periods of time. "You don't really need long warm-

up or cool-down periods," advises Tom List, owner of Sausalito's List Marine, "motoring slowly in and out of the marina

ally, List suggests that every boatowner should own a copy of Peter Compton's *Troubleshooting Marine Diesels*. "It's our bible at the shop."

DIESEL TIPS

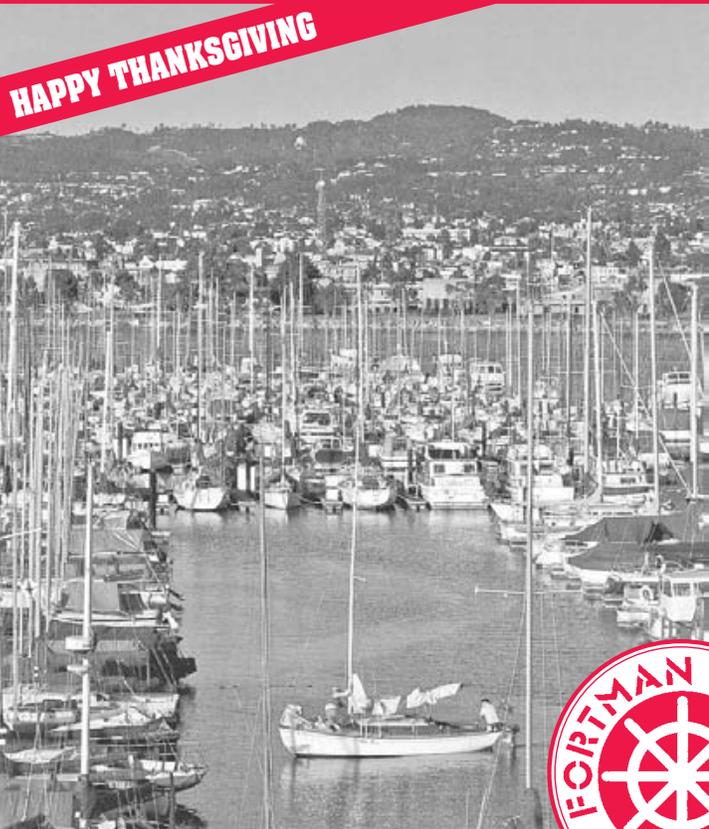
- Most engine trouble is not caused by the failure of major parts or systems. It's caused by simple, dumb stuff like loose wires or clogged filters. So when something — *anything* — goes wrong, look first for the obvious: leaks (of any kind), split or busted hoses, broken or rusted hose clamps, loose belts, loose wires, or any signs of 'constipation' in filters or hoses (sometimes evident as either swollen or collapsed hoses).
- The most common way water can enter an engine is if you keep cranking when it won't start. If it doesn't start after a couple of *short* cranking periods, stop and figure out what's wrong. This can be anything from the 'kill' switch being engaged to clogged fuel filters. If you can't figure it out, call a mechanic.
- Smoke from the exhaust can indicate there's a problem with your engine. **Black** smoke generally means your engine is overdue for servicing, but it can also be an obstruction of airflow, an overloaded engine (by, say, getting a line wrapped around your prop), bad fuel injectors (leave *all* injector work to the pros) or a hot engine room. **Blue** smoke means your engine is burning oil. This is often caused by engines that run for only short periods or are run at idle for long periods. Get thee to a mechanic. **White** smoke could just be steam, or it could be caused by unburned fuel. Hold your hand over the exhaust for a second or two, then take a whiff. Does it smell like diesel? If so, call your mechanic.
- A great way to learn about the care and feeding of your diesel engine is to attend one of the Bay Area's workshops on the topic. Two of the best are run by Bill Peacock at KKMI Pt. Richmond (*mary@kkmi.com*; 510-235-KKMI) and Tom & Hans List at List Marine in Sausalito (*listmarine@yahoo.com*; 415-332-5478). The next class on the schedule is *Diesel 101* at List Marine on December 3.

takes care of that." But List does suggest running them under heavy load for an extended period while you're out. "Run it like it's a rental car," he says. Addition-

ally, up to the challenge of taking you to St. Pomme de Terre — as long as you don't have trouble with the tides.

— **latitude**/ladonna

At the end of *Captain Ron*, Martin Harvey realizes just how important engine maintenance is when his thirsty old diesel seizes up at the most dangerous of moments ("The pirates of the Caribbean!"). If you follow these basic guidelines, we can't guarantee you'll be able to outrun pirates, but you can be confident that your engine will be



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SEASON CHAMPIONS, PART I

It's that time of year for our Season Champions articles, where we profile the winners of the Bay's various racing disciplines. This year, we're changing up the customary order and giving the winners from the Ocean Yacht Racing Association (OYRA) and the Singlehanded Sailing Society (SSS) first crack at their laurels.

OYRA is holding steady according to President Andy Newell (who also happened to win PHRO 3). He pointed out some positives, like the fact that in the last four years, the number of race starts among the boats has held steady at about 260 over the course of the season. This year, the fleet averaged about 29 boats per race out of 48 entries — without counting the single-race participants, who don't qualify for the season. With '12 being a Pacific Cup year, Newell said that OYRA has worked closely with the Pacific Cup YC and SSS to make sure they're not stepping on each other's toes and creating unnecessary scheduling conflicts. Additionally they're looking at front-loading the schedule to provide training opportunities to the Pac Cup fleet in the hopes of boosting participation. These areas of focus were brought about in part by the results of a survey that OYRA sent out to the sailors, asking for their feeling about the season.

"We had 66% say they were either 'very satisfied' or 'satisfied,' and only 27% said they were 'very dissatisfied' with the season as whole," he said. "A total of 78% liked the 9-race, 1-throwout series, and 40% of the boats are thinking about doing the Pacific Cup. We've got everybody on all parts of the spectrum; we try to keep most of the sailors happy, most of the time, and that's as good as we can do."

One particular issue that came up in multiple responses was the division breakdowns.

"We pre-defined the divisions, and that backfired," Newell said. "We're going to try to put the human touch back in and deal with the boats right near the borders of the light/heavy displacement break so we can have tighter rating bands."

Courses are also up for evaluation, with the fact that five of the nine races go around the Lightbucket and back, creating a bit of a rut. To all of these ends, OYRA is welcoming feedback from both existing and potential racers, so make sure you're heard if you have something to contribute.

The SSS keeps going from strength to strength with its well-run schedule of shorthanded races like the Three Bridge Fiasco, which has drawn record-breaking fleets for the last few years. Appealing to those who appreciate the challenge of sailing by themselves or maybe one other person, the Society's events have grown so popular that being a volunteer official for the organization is more like a full-time job. That fact isn't lost on SSS Singlehanded winner Bob Johnston, a former Singlehanded TransPac co-chair.

"We have a phenomenal group doing Race Committee," he said. "There are always a lot of people that do a lot of work for SSS, but the buck always stops with them. Jonathan Gutoff and Christine Weaver have done a phenomenal job. At the finish of the Vallejo 1-2 Sunday, Jonathan was on the Richmond YC platform radioing the finishes up to Christine at the club, and the results went up in what seemed like an impossibly short period of time. It reminded me of how hard they've been working during their two-year term."

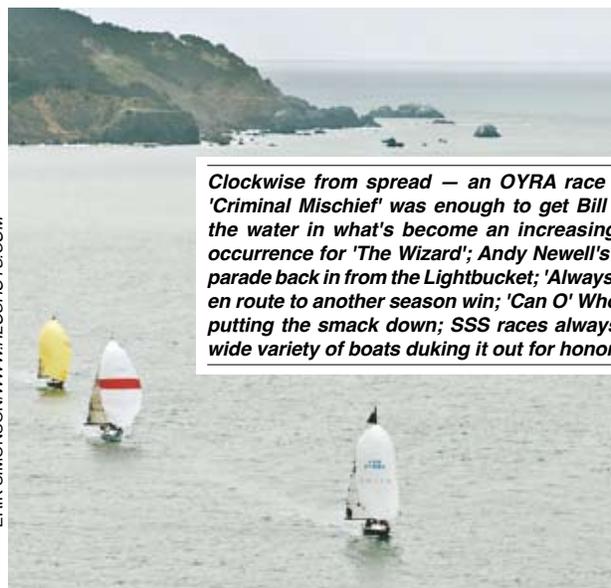
You may have noticed that some of the customary fleets are missing from this month's edition. Rest assured that no one is getting skipped. Our apologies in advance to those division winners who neither appear here nor make it into next month's overflow reports. We base our choices largely on the number of total races sailed within the divisions. We hope you enjoy meeting these ardent racers as much as we have!

— latitude/rg



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Clockwise from spread — an OYRA race aboard 'Criminal Mischief' was enough to get Bill Lee on the water in what's become an increasingly rare occurrence for 'The Wizard'; Andy Newell's 'Ahi'; a parade back in from the Lightbucket; 'Always Friday' en route to another season win; 'Can O' Whoopass' putting the smack down; SSS races always find a wide variety of boats duking it out for honors.



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LATITUDE/ROB

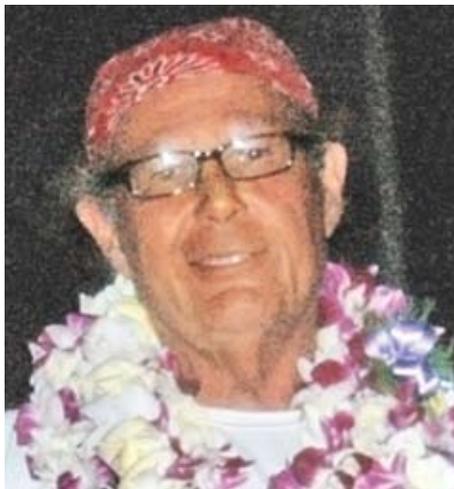


LATITUDE/ROB



SEASON CHAMPIONS, PART I

OYRA PHRO 1A *Criminal Mischief* R/P 45



LATITUDE/ROB

Chip Megeath Corinthian YC

In the last five years, Chip Megeath and his crew on *Criminal Mischief* have accrued an enviable record of division wins and runner-up finishes in Cabo and Hawaii Races, while using the OYRA schedule as a tune-up. But '11 marked the first year that Megeath and project manager/navigator Jeff Thorpe managed to pull off a season win in PHRO 1A.

It wasn't easy, and it wasn't settled until the final race of the season. Both *Criminal Mischief* and the eventual runner up, Bill Helvestine's SC 50 *Deception* did TransPac this year, thus missing the middle of the season. Going into Lightship #2, *Deception* held a one-point lead. In that final race, the *Criminals* corrected out by about 1.5 minutes to take the title on a countback.

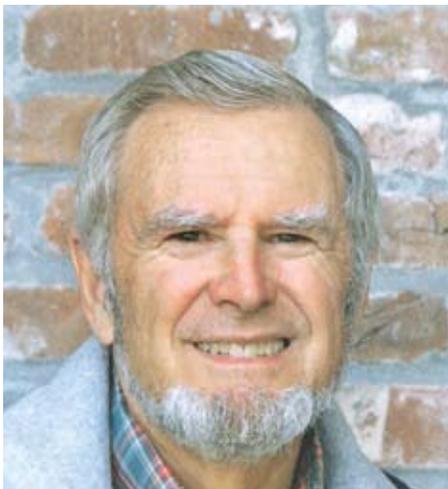
With the right conditions, Megeath's fully-sorted speedster is capable of putting up some impressive numbers: the boat finished the Duxship race with an average speed of 10 knots over the 40-mile course, much of which was spent beating and white-sail reaching!

Having one of the coolest toys out there means very little if you never play in your own sandbox. That Megeath — a retired investment banker — made a commitment to sail at home is also commendable, and a rarity among the Bay's few grand prix programs. He's already thinking about next year to boot!

"We'll start looking at the program again soon," he said. "There's always a lot to figure out before you commit."

2) *Deception*, SC 50, Bill Helvestine; 3) *Emily Carr*, SC 50, Ray Minehan. (4 boats)

OYRA PHRO 1 *Always Friday* Antrim 27



LATITUDE/ARCHIVES

John Liebenberg Richmond YC

Earlier this year, John Liebenberg was on the verge of selling *Always Friday*. But when the deal fell through he decided to hang on to the boat for the season, and the result was a convincing win in PHRO 1 on the strength of six bullets in the nine-race series.

The retired mechanical engineer has been sailing offshore since 1966, back in the days of MORA. Since then, he's racked up too many honors to count, sailing on everything from an Islander Bahama to an Express 27 and now the Antrim, which he's had since the late 90s, and is a play on the name of the Express, which was hull #13, and bore the name *Friday*. But he said that experience alone doesn't account for *Always Friday's* success.

"Good crew work is the key to sailing a boat like this," he said. "It's so sensitive when the wind is up that you have to be on your 'A' game to keep it working."

Delivering that 'A' game was a cast of regulars including John Pytlak, Bryan Wade, Skip Shapiro, Christine Neville, Dan Morris and Andy Biddle, who no doubt also benefitted from their skipper's prodigious experience.

"I've sailed in the ocean enough that I go the right way often," Liebenberg said.

With an eye to returning to one design racing, Liebenberg is considering getting back into an Express 27.

"With only seven Antrims on the Bay, and differing ideas on what events to sail with them, the reality is that one design isn't going to exist," he said.

2) *War Pony*, Farr 36, Mark Howe; 3) *Roach Coach*, Newland 368, Jason Roach. (8 boats)

OYRA PHRO 2 *Can O' Whoopass* Cal 20



LATITUDE/ROB

Richard vonEhrenkrook San Francisco YC

Richard vonEhrenkrook has put together an enviable race record during the past few years, scoring wins in just about every arena that will accept his Cal 20 *Can O' Whoopass*.

In OYRA PHRO 3, he and long time crew Paul Sutchek (at left, above) are usually doing it by themselves, given that they're often racing against much bigger boats that horizon them on elapsed time in most cases.

"We get five minutes to make a statement," vonEhrenkrook, a Sonoma County-based woodworker said of their starts. "Then you don't see anyone for six hours, or sometimes not even at all!"

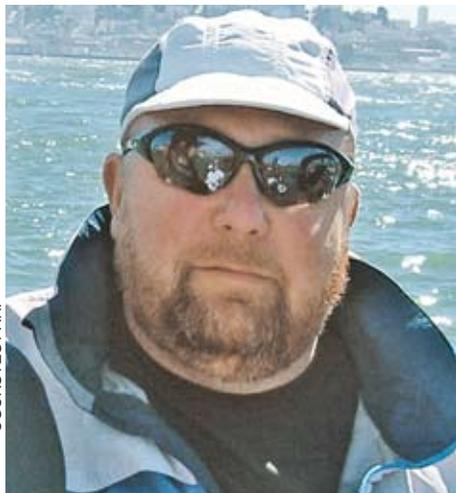
Be that as it may, "*The Can*," as it's known, gets sailed hard by the duo, who among other things took the overall doublehanded honors in the SSS's Corinthian Race this year. Although vonEhrenkrook — who by himself won the SSS's Vallejo 1 — said he wouldn't mind going a little larger, he's happy with the venerable Bill Lapworth design.

"It's a tough little boat," he said. "I'd love to rock a Farr 30 or get into a Hobie 33, but it fits my lifestyle."

A big fan of one design racing who started racing in Hobie 16s and the now-defunct Small Yacht Racing Association, he's trying to drum up interest for the Cal 20s to do the Berkeley YC mids this season, with spinnakers — "Lapworth had that right." He said they'll also put up a trophy for people want to come out, but aren't up for sailing with kites.

2) *Split Water*, Beneteau 10R, David Britt; 3) *Rhum Boogie*, Quest 33, Wayne Lamprey. (12 boats)

OYRA PHRO 3
Ahi
Santana 35



COURTESY AHI

Andy Newell
Berkeley YC

As OYRA president, it's only fitting that Andy Newell should be out there leading the charge at each event in the season. According to the Berkeley YC-based sailor, that was the key to winning PHRO 3 with his Santana 35 *Ahi*.

"The guys who come to the top are the guys who make most of the races and finish in the top three," he said. "If you only sail three events, you're not going to be at the top at the end, even if you happen to win them all."

Newell started his program with *Ahi* last year having brought with him a large crew pool from his previous boat, the Farr 36 *Petard*.

"We had 18 people rotating in throughout the course of the season," he said. "I've sailed with some going back 20 years, and quite a few at least five or six. No one wants to race on my boat the entire season. People want to do other sailing, and having that many people is how we get to race 40 days a year."

Newell, an ice cream vendor, and his crew nevertheless had to work for the season win.

"The season was up for grabs in the last race between us and *Maggie*, and they're a Berkeley YC boat," he said. "We were covering each other the entire time and it was great because when we got back to the club we hung out and rehashed the whole thing."

Newell added that "the biggest contribution to winning was that Jim Quanci and *Green Buffalo* stayed home!"

2) *Maggie*, C&C 37/40R, Dave Douglas; 3) *Ohana*, Beneteau 45f5, Steve Hocking. (7 boats)

SSS Doublehanded
Max
Ultimate 24



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Bryan Wade
SSS

Bryan Wade went into the final event of the SSS season, the Vallejo 1-2, knowing he had a good scoreline behind him, but no knowledge of where he actually stood.

"I wasn't watching the season standings," he said. "But a friend came over and said, 'Hey, you know you're ahead of Gordie right?' That really put the pressure on!"

The "Gordie" his friend was referring to was, of course, Gordie Nash and Ruth Suzuki, previous SSS doublehanded champions who are always a threat on the race course. But Wade didn't let the pressure get to him, and closed out the season to win by a seven-point margin with the help of two crew, Mike Holden and John Pytlak.

"Having good crew that both really know the boat was the key," he said. "We have a lot of fun together and just sailed the boat consistently well."

Wade, Holden and Pytlak put up some impressive finishes, with top fives in the Corinthian Race, the Half Moon Bay Race and Richmond-South Beach, the last two in trying conditions.

This was the first full SSS season for Wade with *Max*, which followed a short stint with a Mini 6.50 and Antrim 27 that he raced in one design back when there were enough boats to regularly field a class.

"I downsized because of kids," he said laughing. "The Mini required a lot of work — and money — just to set up, and there wasn't enough competition around at that time. I wanted something that was more kid-friendly when they get to the age when they're ready to start."

2) *Arcadia*, Nash 28.5, Gordie Nash; 3) *Vitesse Too*, Hobie 33, Grant Hayes. (151 boats)

SSS Singlehanded
Ragtime!
J/92



WWW.NORCALSAILING.COM

Bob Johnston
SSS

The race for the singlehanded season championship in SSS this year was a lot tighter than the numbers suggest, and the race for the honors began in one of the most trying races of this season, the LongPac. After a light air battle to get off the coast, the race turned into a breezy, bumpy ride that only four boats — all singlehanded — finished. Season winner Bob Johnston took the win, with Dave Morris of the Wylie 31 *Moonshadow* coming in second and setting the stage for a battle that would last up until the singlehanded leg of the Vallejo 1-2, the final event of the season.

"I typically do better in the Vallejo 1-2 than the Richmond-South Beach Race," Johnston said. "It turned out it was the other way around, and on the way up to Vallejo, I struggled, but did well enough to stay close to Dave."

Johnston, a CPA, grew up sailing in the East Bay starting at the Berkeley Aquatic Park and Lake Merritt before moving down to the Estuary and joining the Island YC's junior program when the club was brand new. He then graduated on to bigger boats throughout a 42-year racing career with this season bringing his first overall win after nine years of trying. In that time he's also notched a fourth and third overall in the Singlehanded TransPac.

"This is the finest group of people to sail with that I can imagine," he said. "It was a privilege to have a great season against such a great bunch of sailors."

2) *Bandicoot*, Wyliecat 30, Al Germain; 3) *Moonshadow*, Wylie 31, Dave Morris. (80 boats)

BAJA HA-HA PROFILES, PT III

We don't often have occasion to quote Oprah Winfrey, but in thinking about the 170 boats that are currently breezing down the coast of Baja toward Cabo San Lucas, a line of Oprah's rings true: "The biggest adventure you can ever take is to live the life of your dreams."

Indeed, for many of the 500 sailors participating in this year's Baja Ha-Ha rally, this 750-mile offshore sail is the most ambitious adventure of their lives — and one they've been dreaming about for years, if not decades.

In this third installment of fleet profiles you'll meet the final contingent of entrants, some of whom were undoubtedly working frantically to complete preparations right up until the October 24 start of Leg One, just outside San Diego Harbor.

While we think the Ha-Ha is a perfect introduction to the cruising lifestyle, some entrants — as you'll read below — will only be able to take a brief respite from the workaday world, while others plan to cruise the world indefinitely. In either case, though, we're confident that the lives of all who participate in Baja Ha-Ha XVIII will be greatly enriched by the experience.

Here, then, are the final entries to the Ha-Ha's Class of 2011:

**Miramar — Beneteau 40
Doug & Lynn Macfarlane
Victoria, BC**

Occupations: Doug, government employee; Lynn, teacher (both ret)
Quote: "Oh the places you'll go! There is fun to be done!" — Dr. Seuss
Cruise Plans: "Ship it home."



Meet the 'Miramar' crew.

**Bula Bro — Hunter 45DS
Brent Clark, Rancho Santa Fe
(ret)**
Occupation: real estate developer
Quote: "I'm opening a new chapter in

my life."

Crew: Doug Vaughn
Cruise Plans: None

**Manuela —Hylas 56
Chris & Manuela Perkins
St. Croix, USVI**

Occupations: Chris, physician; Manuela, real estate

Noteworthy: Listed among this boat's 'go-slow' gear are a clothes washer, a dishwasher and an ice cream maker!

Crew: Dan Clarke & Anna Boles-Clarke

Cruise Plans: On to Puerto Vallarta, then?

**Saltbreaker — Valiant 32
Alex & Nick Kleeman, San Francisco**

Occupations: Alex, mathematical climatologist, Nick, accoustical engineer

Quote: "It would be terrifying if it weren't so exciting."

Crew: Dave Green, Dosh Niedospial
Cruise Plans: Puddle Jump to the South Pacific, then circumnavigate

**Best Day Ever — Hylas 45.5
John Terry, Park City, UT**

Occupation: actor

Noteworthy: "I bought her from an 80-year-old couple who purchased her when they were 66. They sailed the Med for eight years, and the Carib for three."

Crew: Jeffrey Matzdorff, Thomas Leh-tonen & John Getz

Cruise Plans: La Paz and beyond

**Dodger Too — Condor 37
Leif & Jackie Watson, Edmonton, AB**

Occupations: Leif, home builder; Jackie, teacher (both ret)

Noteworthy: They built this boat in England 28 years ago, sailed her in the Med for two years, crossed to the Carib, the up the U.S. East Coast with two very young children. Christian, who joins them again now, was only a year old when they began that inaugural trip.

Crew: adult son Christian
Cruise Plans: Undetermined

**Sojourn — Pearson 424
Scott Gesdahl, San Francisco**

Occupation: instructor/consultant
Quote: "I'm looking forward to sailing across my first border and beginning the cruising life."

Crew: Jon Stein, Gregory Towers & Brian Reingold

Cruise Plans: A decade of cruising



**Do Be — Pacific Seacraft 34
Michael & Connie Smith, Sweet, ID**

Occupations: Michael, forester; Connie, massage therapist (both ret)

Quote: "If not now. . . when?"

Crew: adult son Adam Smith & Nogozit Smith

Cruise Plans: Base boat at La Paz



After the rally, 'Do Be' will head for La Paz.

**Fri — Able 34
Evan Drangsholt, Oslo, NOR**

Occupation: artist

Quote: "Go safe, don't rush it. It's the trip that counts."

Crew: TBA

Cruise Plans: Slow cruise to Europe

**Kuyima — Waterline 46
Stephen Nash & Tricia Santos
Vancouver, BC**

Occupations: Stephen, businessman

— SAILING TO SUNNIER LATITUDES



(ret); Tricia, commercial pilot
Quote: "We're relaxed, open-minded and ready to meet new people."
Cruise Plans: Will head south

Harrier — Finn Flyer 31
Ken Roper, San Pedro

Occupation: US Army brigadier general (ret)
Noteworthy: This loveable ol' salt (now in his 80s) has sailed to Mexico 10 times previously (not counting five Ensenada Races), and has done 11 Singlehanded TransPacs to Hawaii — far more than any other SHT-Pac competitor.
Crew: TBA
Cruise Plans: Sail north

In the Vortex — Columbia 45
Sharon Carroll & Neil Goldhar
Toronto, ON

Occupations: Sharon, computers; Neil, writer (both ret)
Noteworthy: They first learned about the event from their hired captain while in San Diego.
Crew: Chewy Salazar
Cruise Plans: To the Sea of Cortez

Iridium — Bristol 47.7
Mel & Margie Storrier, Victoria, BC
Occupations: Mel, fighter pilot; Margie, comms officer (both ret)
Noteworthy: They both learned to sail

When the tide goes out at Bahia Santa Maria — the second R&R stop on the Ha-Ha — a vast sandy playground is exposed.

as adolescents.
Cruise Plans: Cruise for a decade or so

The Islander — Gemini 105Mc cat
Paddy & Diane Malone, Redmond, WA

Occupations: Both retired software development managers
Quote: "There's nothing wrong with a five year plan that takes nine years to accomplish (as long as you get there in the end)."
Cruise Plans: "Not bringing it home."

Dos Leos — Hunter Legend 430
Bob & Roxie Cartwright
San Francisco

Occupations: Bob, research scientist; Roxie, admin assistant (both ret)
Quote: "We are gladly willing to risk injury and death in the pursuit of adventure. . . sorta."
Cruise Plans: South, then through the Canal to Corpus Christi, Texas, the boat's new homeport

Enterprise — Peterson 45
Thomas Wissmann, Wimpington, WA
Occupation: marine consultant
Noteworthy: This boat is a one-off Peterson design.

Crew: Nick Sloane
Cruise Plans: To the Caribbean



No more cubicles for 'The Islander's crew.

Impulse — Peterson 35
Richard & Barb Rotteveel
Vancouver, BC

Occupations: Richard, captain (ret); Barb, teacher
Noteworthy: They bought this boat on an impulse to help out a friend who was about to lose everything.
Cruise Plans: Boat will be based in Mexico

Knot Tide Down — Kaufman 47
Tony Haworth, Alameda
Occupation: contractor

BAJA HA-HA PROFILES, PT III

Quote: "Don't wait — it may never happen!"

Crew: Phil Rushing
Cruise Plans: Bash back to the Bay

Mer-Sea — Catalina 27

Marc Abdou & Jennifer Matuschek
Dana Point

Occupations: Marc, "commander;" Jennifer, "explorer"

Noteworthy: Marc grew up sailing on Catalina 27s with his dad.

Crew: Gary Pearne
Cruise Plans: On to Costa Rica

Tabu — Farr 44

Rich & Sheri Crowe
Newport Beach

Occupations: Rich & Sheri, both sailing instructors

Noteworthy: Tabu is the second Farr 44 built by Rich and Sheri. They may sell Tabu after returning home next year.

Crew: Bob Schuster

Cruise Plans: Cruise Mexico, sail in the Banderas Bay Blast and sail back in the spring

Stargazer — CSY 44

David & Katie Levy, Corona del Mar

Occupations: David, sales; Katie, project manager

Quote: "As competitive racers, we're excited to switch gears and attempt the laid-back cruising lifestyle."

Cruise Plans: Possible commuter cruising

Ijsselmeer — Contest 44

Jim Taggart & Beth Mathews
Juneau, AK

Occupations: Jim, marine ecologist; Beth, biologist (both ret)

Quote: "We sold our home to take time with our son to see a bit of the world."

Crew: Glen Taggart, 13
Cruise Plans: Sea of Cortez

ShantiAna — Columbia 39

Bill & Shanti Bartlett
San Francisco

Occupations: Bill, merchant marine captain (ret); Shanti, nurse

Quote: "Wooo doggies!"

Crew: Keene Bartlett, 19, Paddy Mur-

phy, 13, & Chelsea Murphy, 11

Cruise Plans: Puddle Jump

Artemis — Columbia 39

Chris Spencer, Sausalito

Occupation: diver

Noteworthy: This will be Chris and Alicia's first long ocean passage.

Crew: Alicia Lint

Cruise Plans: Who knows?

"As competitive racers, we're excited to switch gears and attempt the laid-back cruising lifestyle."

Claryse — Hallberg-Rassy 35

Paul & James Bahan
Portland, OR

Occupations: Paul, farmer; James, student

Quote: "How often can a doting dad shanghai his adventurous young son

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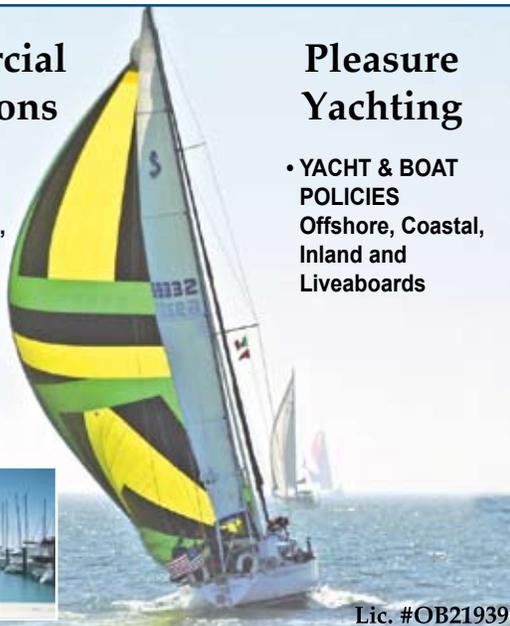
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on a cruise to Mexico with a bunch of like-minded *marineros*?"

Cruise Plans: Head south

Tahnoo — Spencer 1330
Bill Burr & Brenda McNair
Vancouver, B.C.

Occupations: Bill, director; Brenda, physiotherapist (both ret)

Noteworthy: Tahnoo is named after an island in Haida Gwaii (Queen Charlotte Islands) in B.C.

Cruise Plans: Sea of Cortez

Le Letty Boat — Roberts 43
Jean Lachaud & Stéphanie Eonet
Redwood City

Occupations: Jean, scientist; Stéphanie, computer science engineer

Noteworthy: The rally starts a two-year sailing trip to the South Pacific.

Cruise Plans: Pacific Puddle Jump

Sea Angel — Catalina 42
Brian Taugher, San Francisco

Occupation: attorney (ret)

Noteworthy: "This is the iPad-and

iPhone-networked boat — crew will use their iOS apps over the boat's network, using the boat's instruments in addition to the devices' independent GPSs."

Crew: Marcus Libkind & Wayne Matzen

Cruise Plans: Bash home at the beginning of the year.

Magic — Roberts 34
Steve Cass, Redondo Beach

Occupation: electronics tech (ret)

Quote: "I'm just trying to have a little fun before I die — hopefully not anytime soon!"

Crew: Terry Turentine & Caroline Cass

Cruise Plans: Baja Bash

Nanaimo — Nonsuch 30
Pete Butler & Bethany Smith
Alameda

Occupations: Pete, engineer; Bethany, designer

Quote: "A Nonsuch is 30 feet and she goes like a train, especially downwind!"

Cruise Plans: Baja bash

Kintyre — Ericson 36C
Scott Giblin, San Diego

Occupation: welder (ret)

Quote: "My first time out, and I want to try long-distance sailing."

Crew: John Hummel

Cruise Plans: Bash home

Hazel Rose — Islander Freeport 38
Ron Brown, Oakland

Occupation: college professor (ret)

Quote: "I've never seen a U-Haul behind a hearse."

Crew: Terry Piccolotti

Cruise Plans: Who knows?

Arabella — Choate 40
Simon Handley, Victoria, B.C.

Occupation: charter skipper/rigger

Quote: "Live slow, sail fast."

Crew: Eric Handley

Cruise Plans: Heading for Rodney Bay, St. Lucia, by Christmas

Drei — Corsair UC-31 tri
Gary Kahler, San Diego

Occupation: firefighter (ret)

Quote: "I do not wish to be connected

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BAJA HA-HA PROFILES, PT III

with boats that do not sail fast, for I intend to go into harm's way."

Crew: Paul Martson & Jared Brockway

Cruise Plans: After sailing the Sea of Cortez, trailer home from Loreto

Kia Ora — Spencer 55

Greg & Dennis Williams, Ventura

Occupations: Greg, lifeguard; Dennis, sheet metal contractor (ret)

Noteworthy: This father-son team have owned *Kia Ora* for 10 years.

Cruise Plans: Either Puddle Jump or Baja Bash

Clover — L-36

Shane & Bob Barry, Santa Cruz

Occupations: Shane & Bob, both construction

Noteworthy: Another father-son team.

Crew: Travis Nicolet & John Taussig

Cruise Plans: Continue cruising

Liberation II — Hallberg-Rassy 46

Steve Casey, St. Croix, USVI

Occupation: prosecutor (ret)

Quote: "No worries."



Mark and Debbie of 'Younger Girl'.

Crew: John Guthrie & Chip Hunt

Cruise Plans: Mexico for a few months

Panache — Catalina 30

Zachary Lough & Karen Quinn, Ventura

Occupations: Zachary, photographer; Karen, writer

Quote: "Give me sun or give me death."

Cruise Plans: The Marquesas and South Pacific

Younger Girl — Lagoon 380 cat

Mark Sciarretta, Zig Zag, OR

Occupation: HR director (ret)

Quote: "The Ha-Ha is the most fun way to get the boat to the tropics!"

Crew: Debbie Hayward, Terrie Ray, Joe Restivo & Sophia Palermo

Cruise Plans: Mexico for a year or more

Pura Vida — Islander Freeport 41

Michael & Judy Goehler, Portland, OR

Occupations: Michael, foundryman; Judy, marketing

Quote: "We just want to get our sorry butts there safely."

Cruise Plans: Undecided

Rubicon — Beneteau 57

John Inglis, Rockaway Beach, OR

Occupation: marketing

Quote: "Rubicon is all about having a great time and sharing this experience with others."

Crew: Scott Poe (capt.) & Sam Inglis (son)

Cruise Plans: Bash home



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Jace — Catalina 38

Ben & Molly Doolittle, Sacramento
Occupations: Ben, insurance; Molly, teacher

Quote: "There is no moment of delight in any pilgrimage like the beginning of it." — Charles Dudley Warner

Crew: Mickey & J.P. (sons)
Cruise Plans: The Canal and beyond

Talion — Gulfstar 50

Patsy Verhoeven, La Paz, BCS
Occupation: real estate broker
Noteworthy: This will be Patsy's fifth Ha-Ha, and she sails the entire way!
Crew: John Cavanaugh, Marv Dunn, Bob Martin, Tim Horne & Jon Drake
Cruise Plans: None

Distant Drum — Idylle 15.50

Harry Hazzard, San Diego
Occupation: IT (ret)
Noteworthy: This is Harry's seventh Ha-Ha, and he says he enjoys "taking folks who may have not ever been able to experience the thrill of it all."
Crew: Mark Noyes
Cruise Plans: Mainland Mexico

Navaque — Jeanneau 54

Jeffrey Bohl, Marina del Rey
Occupation: innkeeper
Quote: "Pay attention."
Crew: Mitch Anderson,
Cruise Plans: Unknown

Sophie — Norseman 447

Dan Holden, Richmond
Occupation: physicist
Noteworthy: Dan once sailed a 1948

'Sophie's crew is ready for adventure.'



Herreshoff 28 from Ft. Bragg to San Francisco solo.

Crew: George Balmer & Carolyn James
Cruise Plans: The Sea and the South Pacific

Scout — Lagoon 400 cat **David & Christine Eggleston** **Oakland**

Occupations: David, Lagoon dealer; Christine, "facilitator of the work"

Quote: "Once you go cat, you never go back."

Crew: Lori Styles
Cruise Plans: Undecided

LightSpeed — Atlantic 42 cat **David & Kathy Kane, Seattle, WA**

Occupation: David, captain; Kathy, charter mate

Noteworthy: The Ha-Ha officially marks the six-year anniversary of their full-time cruising lifestyle, and they purchased *LightSpeed* in Honduras during a military coup.

Cruise Plans: Delivery jobs until a Puddle Jump

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**Folie Douce — Alberg 37 yawl
Marc Culver, Sausalito**

Occupation: captain/shipwright

Quote: "Life is not supposed to be one happy experience. We learn as much in the storms as the calms. Life is at best many happy experiences and moments. Fortunately for me, my collection is enormous. The Ha-Ha will add another, as well as making many more friends as it has on the other Ha-Ha's that I have done."

Crew: Tom Knapp & Daryl Silva
Cruise Plans: Bash back

**Quest — Windjammer 57
Christopher Hicks, San Francisco**

Occupation: mechanic

Noteworthy: This 57-ft wooden schooner was modeled after a vintage 108-ft schooner, and was built as a scale model. She may have an ice maker, a washing machine and a kegerator, but she looks like a boat from times-past.

Crew: Christopher Hicks (son), Adam Katz, Claudia Carlson, Rex Terrell & John Doe

Cruise Plans: Mexico



'Interabang' was late, but not too late.

**Interabang — Beneteau First 456
Derrick & Trisha Weeks
San Francisco**

Occupations: Derrick, controller; Trisha, research manager

Quote: "We read about it. We dreamt about it. We missed the deadline. We still get to do it. Ha-Ha!"

Cruise Plans: Two years in Mexico, then?

**Mischief — Union Polaris 36
Bob & Sharon McMurray, Belgrade, MT**

Occupations: Bob, marine technician; Sharon, data entry specialist

Quote: "We've always 'Lone-Ranged'"

our sailing trips; we look forward to meeting other cruisers and enjoying sailing with others!"

Cruise Plans: Commuter cruising

**Shock Wave — Columbia 30
Bob Jorgenson, Blanding, UT**

Occupation: recreation admin (ret)

Noteworthy: This Utah resident hadn't heard of the rally until he read about it on the Internet two months ago.

Crew: Dan Wrobel

Cruise Plans: Trailer back to Utah, or sail back to San Diego

There you have it, the complete Ha-Ha XVIII line-up of entrants. If you missed the first two installments (in September and October) you can view them online via our monthly eBooks — or better yet, download the entire magazine for free, and catch up with all the sailing news at your leisure (visit www.latitude38.com). And be sure to look for our complete Baja Ha-Ha recap in the December edition.

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AND THEY'RE OFF!

As this issue hit the streets, this year's Baja Ha-Ha fleet was well on its way to Cabo San Lucas, at the tip of the Baja Peninsula.

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 in *Latitude's* three-times-weekly news portal '*Electronic Latitude*, found at www.latitude38.com. And look for a complete recap of the event in the December issue.

For many entrants, the rally served as their inauguration into a new lifestyle of open-ended cruising in Mexico and beyond. We hope many of them will keep in touch by sending us reports from near and far that we can share with you in these pages.

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MEET THE FLEET

In this edition you'll find our final installment of fleet mini-profiles. (Earlier installments are available in our downloadable eBook archive at our website: www.latitude38.com). Look for a complete event recap next month.

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IMPORTANT DATES

October 24, 11 a.m. – Start of Leg One for all boats off Coronado Roads.

October 27 – No-host party at Vera Cruz Restaurant in fabulous downtown Turtle Bay.

October 28, 10 am – Turtle Bay Beach Potluck Party.

October 29, 8 am – Start of Leg Two to Bahia Santa Maria.

October 31 – ‘Bahia Santa Maria Day’ – a lazy lay day meant for relaxing and exploring the Bay.

November 1 – Hiking, beach walking, sports and beach party at Bahia Santa Maria.

November 2, 7 am – Start of Leg Three from Bahia Santa Maria to Cabo San Lucas.

November 3 – ‘Can’t Believe We Cheated Death Again’ dance and party madness for the young at heart at Squid Roe.

November 4 – Cabo Beach Party all afternoon.

November 5 – Awards Presentations hosted by Cabo Marina.

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PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call Latitude 38 with questions. The Ha-Ha is a separate operation.



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MAX EBB

"Get a clock on them!" shouted my spinnaker trimmer as the boat far ahead of us rounded the leeward mark.

"What's their rating?" I asked, thinking I might be able to figure out in my head out how much time they owed us.

"They're a 72-rater," replied my tactician. "We rate 120, so they give us, uh, 48 seconds a mile."

"That's 480 seconds for a 10-mile race," I calculated. "Or eight minutes. I think we've got 'em easy!"

"Only if you have the race distance right," observed the trimmer as he hauled in an armful of sheet to keep the spinnaker full. "We don't know the actual positions of these temporary marks."

"This RC is pretty good," I noted. "I think the mark boat will report the actual positions and they'll work out the correct course distance after the fact. Ten miles is a good guess."

"Maybe," complained the trimmer. "But that's why I much prefer racing around permanent marks — you know the distance so you know the time allowance. You can also keep the position in your GPS so you can find the darned thing. And I really don't care if the windward mark's not exactly directly upwind — but for some reason, a lot of RCs think that the racing is better if the fleet spends the same amount of time on each tack."

Despite this time allowance uncertainty, the day had been going very well for us. We had been on the right side of the big shift early in the race, we had avoided the hole on the next leg, and I was starting to imagine how I would make room for the trophy on my mantel piece.

"The race isn't over, Max," Lee Helm

free sandwiches seemed like a good deal. There would be a nice dinner in it too, if we won. She had only signed on for the race that morning — normally I'd have her calling tactics, but that spot was already taken.

"Hold on, I think they give the formula for converting PHRF to time-on-time," said the tactician. "Wait while I check the sailing instructions. . . ."

"Usually it's PHRF rating plus 550, the total divided into 650," said Lee.

"Ah, here it is: 800 divided by the sum of 520 plus PHRF."

"That's good for us," said Lee. "Using 520 instead of 550 gives more credit to the slower boats. It's a better number to use when there's tidal action or a wave condition that hurts the little boats more than the big ones."

"How do you figure that?" asked the tactician. "Seems to me that the big difference in this formula compared to the normal formula is using 800 instead of 650 in the numerator."

"Bzzzt! Wrong!" said Lee gleefully. As it turned out she had caught my tactician in a fairly basic math error, and I was fortunate that he had made the blunder before I had a chance to do the same.

"Here's how the PHRF to time-on-time conversion works," Lee explained. "The PHRF rating is in seconds per mile. But, like, it's not the actual number of seconds to sail a mile — a boat that rates zero doesn't sail a mile in zero time at infinite speed. And a boat that rates negative is not going faster than light and backward in time."

"That reminds me of a joke," said the trimmer. "The bartender says, we don't serve nutrios here."

We waited for the punchline, but the

Formulae for converting PHRF ratings to Time Correction Factors:

YRA default formula:

$$\text{TCF} = 650 / (550 + \text{PHRF})$$

Club formula (favoring small boats, better for courses with strong currents or big waves):

$$\text{TCF} = 800 / (520 + \text{PHRF})$$

Lee Helm's time-on-time formula:

$$\text{Rating} = 800 / (520 + \text{PHRF}) - 1$$

$$\text{TCF} = \text{Rating} + 1$$

TCF equal to assumed speed in knots:

$$\text{TCF} = 3600 / (520 + \text{PHRF})$$

called back from her position up by the mast. "We've only gone, like, eight of those 10 miles. Also, I think they're using time-on-time, not time-on-distance, so the time allowance is in seconds per hour, not seconds per mile."

Lee was only aboard because the wind was too light for windsurfing that day, and on her grad student budget the

trimmer just kept looking up at the spinnaker, easing the sheet slightly. Finally he finished it: "An atomic particle goes into a bar moving faster than light."

"Ow, that's bad," Lee groaned, then continued her explanation of time-on-time conversion. "First, we have to change PHRF seconds per mile to the actual number of seconds to sail a mile,



on average," she explained. "There's a constant to add, which is the 520 or 550 number in the numerator. Let's go with the usual 550. That means a boat that rates zero sails a mile in 550 seconds, a boat that rates 100 sails a mile in 650 seconds, and a Cal 20 that rates 264 sails a mile in 814 seconds."

"Funny that they chose a scale that would give some boats negative ratings when they first set up the Performance Handicap Racing Formula," remarked the tactician, who I think felt the need to show off that he knew what the letters stood for.

"Back in the day," I recalled, "PHRF stood for Pacific Handicap Racing Fleet. I guess no one ever imaged a sailboat that would average less than 550 seconds to sail a mile, so they didn't think they would ever have a boat with a negative rating."

"That's only 6.545 knots," said Lee after pressing some buttons on one of the cockpit instruments, which I had no idea could also be made to work as a

No matter which rating system is used, seconds count in racing.



650 in the numerator. Time Correction Factor is 650 divided by 550 plus PHRF. A boat that rates PHRF 100 has a TCF of 1.00. Faster boats are greater than one; slower boats are less than one. In all cases, elapsed time is multiplied by TCF to get corrected time. Now suppose we wanted to use 800 divided by 550 plus PHRF instead. All the TCFs get bigger in proportion, so all we're doing is multiplying the old corrected times by 800 over 550 to get the new corrected times. The order of corrected times isn't changed, they're just, like, stretched out in proportion."

"Damn, she's right!" conceded the tactician after it had sunk in for a second. "But what's the advantage of using the bigger number if the result is the same? Seems to me that it's better to have ratings closer to unity."

"The bigger numerator prevents artificial ties," Lee answered. "Most finish line RCs only record times to the nearest second, and only print out corrected times to the nearest second. So it's better to increase all the times instead of reducing them."

"How does that work?" I asked. "If the numerator doesn't make any difference, then how can one value give you ties and the other number not?"

"It's an artifact of round-off. If the slowest possible PHRF rating in your fleet is 280, then the biggest denominator you can get in the conversion formula, using the 520 constant, is 800. So if the numerator is set at 800, then all the finish times get bigger. None of them get smaller. So if the finish times are all at least one second apart, the corrected times will also always be at least one second apart because all the margins spread out a little. With the 650 numerator, the times of the boats with TCFs less than one are all compressed, and you can end up rounding two different boats to the same corrected time for an artificial tie score."

"You can still get ties," suggested the spinnaker trimmer.

"For sure, but they're real ties, with corrected times less than one second apart, not times that are just an artifact of a time allowance system that compresses the times together."

"Okay, Lee," I said. "That's all well and good, but how do we figure out if we're ahead or behind when we get to the leeward mark?"

"If we knew our Time Correction Factors it would be easy," she said. "Trouble is, the PHRF certificate just gives seconds per mile. If the TCF were also on

calculator. "Figures, with PHRF coming out of SoCal in the '50s."

"Okay," I said. "I get the constant in the denominator. It just turns PHRF into total seconds per mile, or the inverse of speed."

"Right," confirmed Lee. "And if you use a smaller number, like 520, there's a bigger relative difference between fast and slow PHRF ratings compared to using 550. So, like, small boats get a little more margin. There must be a small boat sailor in charge of your club's Race Committee this year."

"But the numerator also has a big effect," insisted the tactician.

"No way," Lee stood her ground. "You could divide that inverse speed number, 550 plus PHRF, into one, and you'd get the same corrected time order. Or you could divide it into 3600, and the rating would be the actual assumed speed in knots."

"Think we should jibe?" asked the

sheet trimmer. "Looks like a soft spot up ahead."

We forgot all about handicapping math, decided that the trimmer was probably right, and jibed onto the other tack. It looked as if it would be a safer route, but we were still slowing down in the fading breeze as we got closer to the bottom mark.

"This isn't good," I said. "We might not have our eight minutes any more."

"That's why they use time-on-time in the winter," explained the tactician. "It can even out races with parking lots or slow-moving finishes, where the big boats would otherwise walk away with everything. The slower the race, the more time they give us."

"Back to the math," said Lee. "The numerator in the formula has no effect on the corrected time results."

"Does."

"Doesn't."

"Does."

"Doesn't-doesn't-doesn't. Think of it this way: Use the normal formula, with

LATITUDE / ROB

MAX EBB

the certificate, we might start to think of boats according to the TCFs instead of the PHRF seconds per mile, and time-on-time would seem much more natural."

"I'll work them out right now," said the tactician, who eventually produced a cellphone from an inner pocket under his foulies and figured out, with a little coaching from Lee, how to get it into calculator mode. "The 72-rater ahead of us has a TCF of 1.35. At 120, our TCF is 1.25."

"That makes it easy," said Lee. "If they round the mark 125 minutes into the race, and if we round it exactly 10 minutes later, at 135 minutes into the race, we're, like, dead even. Because 125 times 1.35 is the same as 135 times 1.25."

I looked at my watch, reset it from countdown to clock time and, remembering that we had started at 11:30, concluded that the boat in front had rounded at more like 115 minutes after the start. That meant they owed us a little more than nine minutes. It was close.

"The way to make these ratings more intuitive," Lee suggested, "Is to. . ."

"Better check layline," the trimmer interrupted. "Maybe we need to get ready to jibe back."

The afterguard agreed. We jibed, set up for the douse, and made a very clean rounding in the light breeze.

"Time-on-time would seem a lot more intuitive," Lee continued where she had left off as soon as the boat was fully trimmed up for another windward leg, "if the TCFs were printed directly onto the PHRF certificate. But the scale chosen has to produce easy-to-remember numbers."

"I like having 3600 in the numerator," said the trimmer, "so the rating equals assumed speed."

"Totally requires too many decimal places," Lee countered. "If we stay with the 800 over 520 plus PHRF formula, then the slowest boat has a TCF of about one, and the faster boats are some decimal fraction greater than one. For

shorthand, just subtract one and the ratings are simple. A Cal 20 at 264 has a TCF of 1.02, so we'd call it simply a 2-rater. A J/24, PHRF of 168, has a TCF of 1.16, so that becomes a 16-rater. This boat would rate 25, the boat up there in front of us would rate 35."

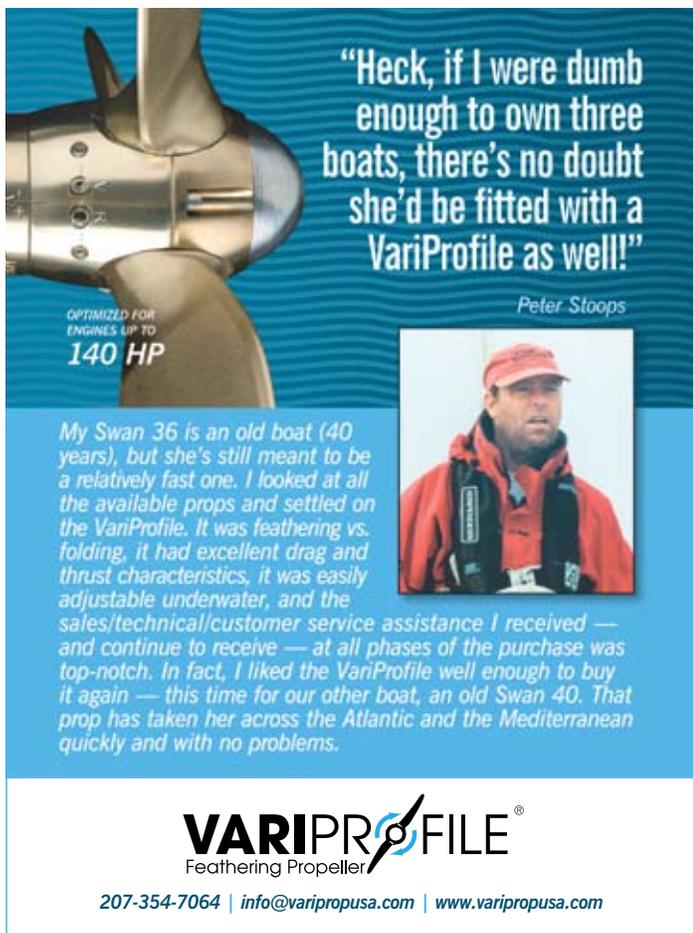
"I like that faster boats have bigger numbers for their ratings with this scheme," I said. "Like back when ratings were expressed in terms of feet of corrected waterline length. Bigger should be faster."

"And no negative numbers," Lee added. "A multihull with a negative 100 PHRF would work out to a TCF of 1.90 or a rating of 90, in my system."

"Hey, what was our time at the mark?" called back one of the foredeck crew. "Are we winning?"

I looked at Lee, she looked at the tactician, he looked at the trimmer, and the trimmer looked back at me. We had all forgotten to look at the time when we rounded.

— max ebb



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

Peter Stoops

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THE RACING

You'd be hard-pressed to ask for a better October for sailboat racing. With four fruitful weekends that generally brought sufficient breeze and warm temps, plus a bevy of events, if you weren't racing, you were hurting! We hit some of the high points in this month's 'Racing Sheet.'

Emma Proving Her Mettle

After finishing a frustratingly light first leg of the Charente-Maritime/Bahia Transat in 22nd out of 32 protos, the Bay's Emma Creighton was in a good position to achieve her goal of placing in the top 20 after the monster 3,100-mile second leg. A big part of that is finishing, a feat that's easier hoped for than done as evidenced by the 13 boats in the 78-boat fleet who've had to abandon.

As we followed Creighton's progress on the race tracker, we were a little puzzled when it seemed that she inexplicably got smothered by the ITCZ, while the boats near her seemed to still be making progress.

It turns out the reason was a very good one indeed: Creighton stopped to stand by for Aussie Scott Cavanaugh when he was forced to abandon his boat. Cavanaugh set off the distress button on his Argos beacon following a collision with a tanker that left his bow severely damaged and his rig in the down position on the night

There was a whole lot of pink at the Pink Boat Regatta hosted by Corinthian YC on October 23.

of October 24.

Although there were no details, a report from race organizers indicated that Creighton stopped to stand by with Cavanaugh all through that night, until one of the race's seven escort vessels arrived to retrieve the latter the following morning. The stop seems to have cost Creighton dearly, as the Pot au Noir pushed south during that time. We'd be surprised if she doesn't get some kind of redress for rendering assistance, but we won't be surprised if she reaps heaps of good karma the rest of the way to the finish in Salvador de Bahia, Brazil.

Meanwhile, the leaders are into the southeast trades and legging out over the rest of the fleet as they aim for Fernando de Noronha. Leader David Raison and his crazy scow-shaped *Teamwork Evolution* are across the equator, with an 80-mile lead some 620 miles from the finish as of this writing. His lead on overall elapsed time is much greater though, and it looks as if it will take a major catastrophe to stop him as he's averaging a full knot faster than his pursuers while close reaching in the southeast trades. One thing is for sure, his funny-looking boat is a game-changer for the Mini scene.

Creighton will most likely be close to finishing by the time this issue hits the newsstands, so your best bet is to check the race's website — as far as French-run

races go, it probably has the best English translation — where you can find a tracker, updates and analysis. You can find it at: <http://www.charentemaritime-bahia.transat650.net/en/>

The Pink Boat Regatta

The name of his boat is *Darwind*,



Emma Creighton

LATTITUDE/ROB



ROXANNE FAIRBARN

and the logo for his first effort at a charity regatta is essentially a step-by-step representation of the evolution of hominids, but Tom Watson's first effort at chairing a charity regatta was more like an evolutionary leap. The dedicated sailor with a bright pink Pearson Triton managed to draw 25 boats for the first-ever Pink Boat Regatta hosted by Corinthian YC on October 23.

October is Breast Cancer Awareness Month, so it was fitting time for the event, which garnered sponsors like KKMI, West Marine, Easom Rigging and Racing, Holly Chamness, Inc., TAP Plastics, Thermidor SF, Predict Wind, and Oracle Racing for the uniquely formatted race.

Rather than a typical round the buoys elapsed/corrected-time format, Watson opted for something way different: race for three hours, collecting one point for each buoy you round before the time is up. Inverse PHRF ratings for handicapping with the high score winning with extra incentive for donations by people who



ROXANNE FAIRBARN



'Solar Wind' shows off their support of the Bay's newest charity regatta, The Pink Boat Regatta. The benefit for breast cancer research drew an impressive amount of boats in its first year.

didn't even need to be aboard: 'buying a buoy for the girls'.

When all the points were tallied, Marika Edler's *Ohana* took overall honors with 31.25 points ahead of Terri Griffith's *Wayward Whale*, which finished with 28.5, and Kristin Soetebeir's *Georgia* with 24. In the "buoys rounded" category, Tom Lueck collected the most with *Sir Leansalot*, narrowly beating out Edler, who was the top female skipper in that category.

But perhaps the master stroke of Watson's invention was the Pinkest boat award — he recused *Darwind* to encourage competition — which went to Kate and Alan Barr on *Voyager*. With racers pulling out all the stops to "out pink" each other, this was probably one of the most visible sailboat races in a long time!

The club trophy went to SSS, which absolutely pounded the competition by

more than double. And speaking of double, well, there were novel division names with boats whose ratings tended to be inversely proportional to their namesakes. Edler took the A-Cup division, with the C-Cup going to Lon and Susie Woodrum's *Frenzy* and the DD-Cup going to Ashley Bell who was at the helm of *Darwind*.

No word yet on how much the event raised in total, but the party at the Corinthian YC afterwards looked like a lot of fun!

The award for the least buoys rounded went to Damien Campbell and Mike Garl on *Peitit Sirah* and *Arua* respectively. The race has a great Face-

book page and website at www.thepinkboat.org.

Standing on the Shoulders of Giants

Some of the most iconic American sailors from the sport's highest echelon gathered in San Diego on October 23 to be honored in an unprecedented way for their contributions to the sport. Several years ago, US Sailing president Gary Jobson and other sailing advocates set out to create a National Sailing Hall of Fame, which finally came to life as its first class was inducted in a ceremony at the San Diego YC. With many of the inductees getting up there in age, at least numerically, it was perhaps more urgent than ever — to legitimize the NSHOF, and bring them all together in one place to be recognized while still living.

Amazingly, all living inductees were in attendance, while the posthumously inducted were all represented by relatives. The actual National Sailing Hall of Fame is to be built in Annapolis, Maryland, but as part of its effort to be truly national, the inaugural induction ceremony was not only held on the West Coast, but included many West Coast inductees. Hobie Alter, Paul Cayard, Dennis Connor, Lowell North and Joshua Slocum — who was from San Francisco — were all honored. Among others, Bruce Munro of St. Francis YC and Tad Lacey of San Francisco YC were in attendance — their clubs were acknowledged as founding member clubs of the Hall. It was a spectacular few hours in the presence of sailing gods and we feel fortunate to have seen it. While attending the ceremony, we felt like a 10-year-old kid again with all the famous 'adults' in the room. These are people who've illu-

You're looking at perhaps one the greatest collections of sailing luminaries ever assembled in one place at the NSHOF inaugural induction.



LATTITUDE/JOHN A.

THE RACING

LATTITUDE/ROB



LATTITUDE/ROB



LATTITUDE/ROB



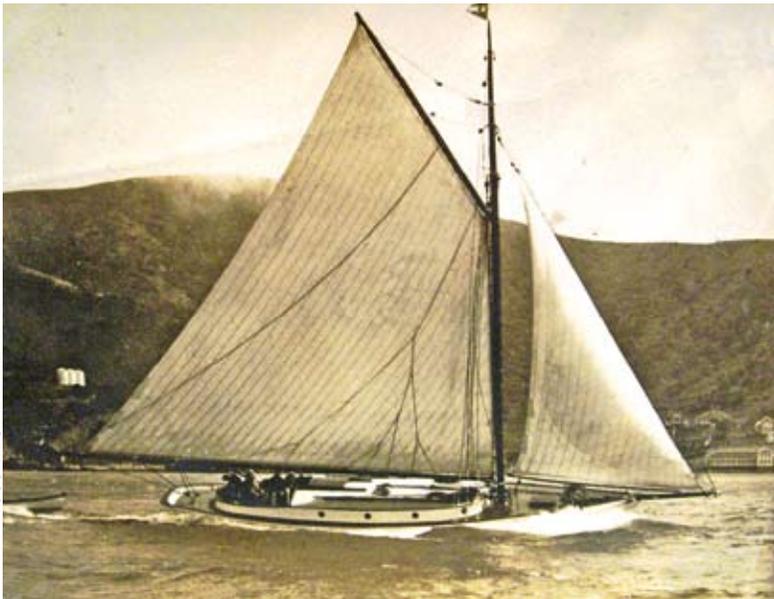
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COURTESY YANKEE



Clockwise from spread — 'Yankee' owns the Bay 105 years . . . ; after this photo was taken; The Sea Scouts' Whaleboat requires a healthy complement of human ballast; 'Sunda' gnashes to weather; the Mercs were on the Cityfront the same weekend; as were the Etchells; and the Express 27s; the San Francisco YC hosted the Fall Classic for the woodies, here the Knarrs rumble downwind; the IODs' timeless beauty was on display too.

minated the sailing world and inspired so many to find their sailing passion.

Here's a complete list of the inductees, with very incomplete notes on their accomplishments:

Living:

Betsy Allison — US Sailing Team AlphaGraphics Paralympic Coach and five-time Rolex Yachtswoman of the Year.

Hobie Alter — Inventor of the Hobie Cat and surfboard industry pioneer.

Paul Cayard — '98 Whitbread Round

the World Race-winning skipper, Star World Champion and Olympian.

Dennis Conner — Four-time America's Cup-winning skipper, Star World Champion.

Ted Hood — Naval architect and America's Cup-winning skipper.

Gary Jobson — Winning America's Cup tactician, author and Emmy award-winning sailing commentator.

Buddy Melges — America's Cup winner, Star World Champion and '72 Soling

Olympic gold medalist.

Lowell North — '68 Star Olympic gold medalist, Star World Champion and founder of North Sails.

Ted Turner — America's Cup-winning helmsman and four-time Rolex Yachtsman of the Year.

Posthumous:

Capt. Charles "Charlie" Barr — Transatlantic Race record setter and



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second-winningest America's Cup skipper in history.

Capt. Nathanael G. Herreshoff — Designer of five America's Cup winners.

Emil "Bus" Mosbacher, Jr. — Two-time America's Cup winning skipper.

Joshua Slocum — First-ever single-handed circumnavigator and noted writer.

Olin Stephens — Designer of six America's Cup winners.

Harold S. Vanderbilt — Three-time America's Cup winning skipper.

St. Francis YC's Big Weekend

The St. Francis YC had a big weekend on October 15-16, hosting the Jessica Cup — the "other" Master Mariners event for the year — which drew four gaffers in one division and 10 Marconi boats in another two divisions. John McNeill's *Yankee* took the Gaff division with a pair of bullets, while Hank Easom's 8 Meter *Yucca* and Robert Rogers' Lapworth 36 *Sunda* each claimed their respective Marconi division honors. Also on the docket were a combined Logan/Paige/Simpson regatta featuring Etchells, Express 27s, Mercuries, Stars and even a pair of

J/22s.

Fall Classic

The San Francisco YC hosted the Fall Classic for Alerion Express 28s, Bears, Folkboats, IODs and Knarrs on October 15-16. Ralf Morgan's *Ditzy* was anything but in a straght-bullets win in the AE 28s, and Glen Treser's *Chance* was nearly perfect in the Bears. Peter Jeal's *Polperro* topped the Folkboats and Mark Pearce's *Fjaer* was the top IOD. The Knarrs were the largest class at 13 boats, and their honors went to Mark Adams and Steve Taft's *Koonan*.

THE RACING

Vallejo 1-2

The Singlehanded Sailing Society's season-ending Vallejo 1-2 pulled 62 boats and Richard vonEhrenkrook's *Can O' Whoopass* won a competitive solo leg up to Vallejo, while Steve Wonner's *Uno* won the doublehanded return trip and Bill Erkelens' *Wabbit Jack* was runner-up in both to take the combined honors.

SSS VALLEJO 1-2 (9/17)

VALLEJO 1 OVERALL — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Jack**, Wabbit, Bill Erkelens; 3) **Mirage**, Black Soo, Ben Mewes; 4) **Kwazy**, Wabbit, Colin Moore; 5) **Darwind**, Pearson Triton, Tom Watson; 6) **Sunshine**, Moore 24, Stanly Martin; 7) **Arcadia**, Nash 28.5, Gordie Nash; 8) **Bad Hare Day**, Wabbit, Erik Menzel; 9) **Emerald**, Yankee 30, Peter Jones. (64 boats)

SPORTBOAT — 1) **Jack**; 2) **Mirage**; Black Soo, Ben Mewes; 2) **Kwazy**, Wabbitt, Colin Moore. (5 boats)

SPIN PHRF ≤ 108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Gavilan**, Wylie 39, Brian Lewis; 3) **Relentless**, J/92, Tracy Rogers. (9 boats)

SPIN PHRF 111-150 — 1) **Arcadia**; 2) **Sea Spirit**, Catalina 34, Larry Baskin; 3) **Firebolt**, laser 28, Mike Holden. (10 boats)

PHRF 153-195 — 1) **Emerald**; 2) **Sea Witch**, Yankee 30, Robert Boynton; 3) **Eyrie**, Hawkfarm, Synthia Petroka.

SPIN PHRF 198+ — 1) **Can O' Whoopass**; 2) **Darwind**; 3) **Tinker**, Wilderness 21, Matthew Beall. (5 boats)

WYLIECAT 30 — 1) **Uno**, Steve Wonner; 2) **Crinan II**, Don Martin; 3) **Bandicoot**, Al Germain. (6 boats)

NON-SPIN — 1) **Zingaro**, Santana 22, Jennifer McKenna; 2) **Kiwa**, Ericson 32-2, Warren Taylor; 3) **Meritime**, C&C 30 mk. I, Gary Proctor. (9 boats)

EXPRESS 27 — 1) **Thumper**, Todd Olsen; 2) **Arhcamedes**, Joe Balderrama; 3) **Taz!!**, George Lythcott. (5 boats)

VALLEJO 2 OVERALL — 1) **UNO**, Wyliecat 30, Steve Wonner; 2) **Jack**; 3) **Whirlwind**; Wyliecat 30, Dan Benjamin; 4) **Bad Hare Day**; 5)

The Ultimate 20s used the Richmond regatta as their Pacific Coast Championships



ALL PHOTOS THIS COLLAGE: LATITUDE/ROB

Bullett, Express 37, Michael Maloney; 6) **Kwazy**; 7) **Razzberries**, Olson 34, Bruce Nesbitt; 8) **Taz!!**; 9) **Arcadia**; 10) **Take Five**, Express 27, Donald Carroll. (63 boats)

NON SPIN PHRF or OD — 1) **Zingaro**; 2) **Meritime**; 3) **Joyride**, J/109, James Vickers. (11 boats)

SPIN PHRF 153-195 — 1) **Eyrie**; 2) **Sea Witch**; 3) **Emerald**. (7 boats)

SPINPHRF198+ — 1) **Oreo**; 2) **Can O' Whoopass**; 3) **Darwind**. (4 boats)

PHRF 111-150 — 1) **Arcadia**; 2) **Cassiopeia**, Islander 36, Kit Wiegman; 3) **Sea Spirit**, Catalina 34, Larry Baskin. (11 boats)

WYLIECAT 30 — 1) **Uno**; 2) **Whirlwind**; 3) **Bandicoot**. (6 boats)

boats) SPIN PHRF 108- — 1) **Bullet**; 2) **Razzberries**; 3) **Racer X**. (8 boats)

SPORTBOAT — 1) **Jack**; 2) **Bad Hare Day**; 3) **Kwazy**. (11 boats)

EXPRESS 27 — 1) **Taz!!**; 2) **Take Five**; 3) **Wetsu**, Phil Krasner. (5 boats)

Complete results at: www.sfbaysss.org

Yankee Cup/Champion of Champions

The YRA's Yankee Cup/Champion of Champions brought out a quality fleet October 15-16 with John Clauser and Bobbi Tosse's *Bodacious+* taking the HDA/PC division and Bill Bridge and Kame Richards' Express 37 *Golden Moon* taking the ODCA/PC division.

Sausalito Cup

The weekend of October 8-9 couldn't have been more gorgeous for sailboat racing, although Sunday saw the breeze show up late enough that it caused some



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Clockwise from spread — Sylvia and Barry Stompe's 'Iolani' rockin' and rollin' down a run at the YRA Champion of Champions; Henry King's 'Jeannette' pulls her quarter wake along; Kame Richards' 'Golden Moon' was victorious in the ODCA division; Ian Matthews' C&C 29 'Siento El Viento' soaks; all smiles aboard 'TMC Racing'; 'Meliki' punches through chop; 'Gypsy Lady'.

abandonments in the various regattas around the Bay. One of the regattas that did make it through its full schedule was the Sausalito YC's Sausalito Cup. The club hosted six J/105s over the weekend for a double round-robin match-racing regatta. Bruce Stone came up big, nearly running the table with nine wins. John Horsch finished in second with eight.

Richmond YC Trifecta

The Richmond YC hosted three one design fleets October 8-9: the Wyliecat 30s, Ultimate 20s and Antrim 27s. The

Wyliecats were sailing their inter-galactics, which were made up of three W-L buoy races sailed in 15 knots of breeze on Saturday. A distance race from the Southampton starting area to Little Harding on Sunday ended up being cancelled due to lack of breeze, and Steve Wonner's *Uno* put up a 2-2-1 to finish one point clear of Steve Seal and John Skinner's *Silkyc*.

The other two classes didn't fare any better on Sunday, but Saturday's champagne conditions allowed four Antrim 27s to get a one design start. Unsurprisingly, John Liebenberg's *Always Friday* scored a 2-1-1 to handily take the division. The Ultimate 20s were using the event as their PCCs, which helped produce a fleet of eight boats hailing from all over California. Michael Eisenberg's *Toon Town* posted a 2-1-1 finish with a two-point cushion over Tom Burden's *Layla*.

Leukemia Cup Results

LEUKEMIA CUP - SFYC (10/2)

DIVISION 1 — 1) **Trunk Monkey**, Farr 30, Skip & Jody McCormack; 2) **Team Premier**, Farr 400, Dee Smith; 3) **Astra**, Farr 40, Mary Coleman. (12 boats)
DIVISION 2 — 1) **Hawkeye**, IMX 38, Frank Morrow; 2) **Stewball**; Express 37,

Boob Harford; 2) **Tupelo Honey**, Elan 40, Gerry Sheridan. (10 boats)

J/105 — 1) **Godot**, Phil Laby; 2) **Donkey Jack**, Kaiser/Conrads/Ryan; 3) **Natural Blonde**, Ian Charles. (5 boats)

DIVISION 4 — 1) **Yucca**, 8 Meter, Hank Eason; 2) **JR**, Etchells, Bill Melbostad; 3) **Toy Box**, Capo 30, Pete Campfield. (9 boats)

NON-SPINNAKER ≤ 114 — 1) **Min Flicka**, Hanse 370, Magnus Le Vicki; 2) **Veronese**, Beneteau 47.7, Chris Dawson; 3) **Q**, Schumacher 40, Glenn Isaacson. (9 boats)

DIVISION 6 — 1) **Topgallant**, Tartan 10, Jim Lindsey; 2) **Fjaer**, IOD, Mark Pearce; 3) **306 LP**, IOD, Tad Lacey. (9 boats)

NON-SPINNAKER 117-156 — 1) **French Kiss**, Beneteau 350, Dave Borton; 2) **Eastern Breeze**, J/30, Chris Kostanecki; 3) **QE3**, Tartan 10, Tom Perot. (9 boats)

NON SPINNAKER 159+ — 1) **Sweet Reward**, Santana 22, Craig McDow; 2) **Fjording**, Cal 20, Tina Lundh; 3) **Spirit**, Alerion Express 28, Julia Yost. (9 boats)

COLGATE 26 — 1) **Twinidad**, Susan Bell; 2) **Second Verse**, Peter Leib; 3) **Manoo**, David Hayward. (4 boats)

DH NON SPIN PHRF — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson/David Crowe; 2) **Q**, Schumacher 40, Glenn Isaacson/Joss Wilson; 3) **Joyride**, J/109, James & Jennifer Vickers. (9 boats)

Complete results at www.sfyc.org

Sausalito YC Women Skippers Regatta

The Sausalito YC's Women Skippers Regatta drew a good fleet for the second year in a row October 1. The nine entries in three divisions completed all three races scheduled for the one-day series.

Marika Edler's Beneteau 45 *Ohana* took the honors in the spinnaker division, while Barbara Kavanagh's *Gammon* carried the non-spinnaker division and Miriam Andres took the one-boat Multihull division with the F-31 *Tatiana*.

It's Volvo Time

This year's Volvo Ocean Race is shaping up to be one for the ages, fleet size be damned. Although only six boats will be on the line for the November 5 start off Alicante, Spain (the first in-port races were held October 28-29, after we went to press), not a single one is an also-ran.

Perhaps most exciting about the whole thing is that this year's race marks the return of a French entry for the first time since '93-94. And it's not just any French entry, it's Franck Cammas' **Groupama** team. For years, French offshore sailors have been extremely successful in offshore multihull and shorthanded sailing. But a

Antrim 27s sailing as a one design at Richmond YC enjoy perfect conditions. on the Bay.



THE RACING

prevailing school of Anglo thought has always contended that they would not be competitive when in a project like the Volvo Ocean Race primarily because they just wouldn't push as hard or develop their boat in sufficient detail.

But Cammas, the current Jules Verne Trophy holder, is sailing with one of the three brand new Juan K-designed boats after training on the previous race's winner *Ericsson 4*. He's proved capable of putting together impressive efforts, posting numerous wins throughout his career while enjoying one of the longest-running sponsorships in sailing — dating back to 1998 — despite not having yet reached the age of 40.

One thing is for sure, if Cammas



The Wyliecat 30 Inter-galactics.

proves unsuccessful in this effort, his next — *Groupama* have signed on for a two-year commitment for the race —

should be even more competitive.

American Ken Read is back after a runner-up finish in the last race, with a new ***Puma Ocean Racing Powered by Berg***. One of the two other Juan K-designed boats, *Puma* will be staffed by a crew comprised of primarily Kwis and Aussies, with 22-year-old Rome Kirby — the son of three-time veteran Jerry Kirby — the lone American on the crew besides Read. Tipped

by many as a race favorite, *Puma* is not markedly different from *Groupama*, but the devil is in the details as they say, and with one race already behind him, and a crew full of veterans who were one of the first teams to get out of the blocks,



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Read's campaign looks really good.

Ian Walker is back again, this time with a brand-new, and very radical-looking Farr design, after having done an admirable job on a shoestring budget in the last race. His **Abu Dhabi Racing** features one of the most radical-looking designs of any of the boats with a high-volume bow and higher freeboard than the rest of the boats. Featuring a Future Fibers mast and ultra-low-windage carbon standing rigging package, this team will definitely be in the hunt.

Camper with Emirates Team New Zealand is another pre-race favorite, designed by ETNZ's Marcelino Botin — designer of the the first *Puma* — and the rest of their in-house design team. With a markedly different setup than the rest of the boats that focuses on the reality that sailing one of these beasts around the world with only 11 sailors has more in common with shorthanded, than fully-crewed sailing, Camper is definitely expected to do well under the

leadership of the ultra-cool Aussie Chris Nicholson, now sailing his fourth Volvo Ocean Race.

Spanish in-shore/offshore sailing hero Iker Martinez is back to lead his country's **Telefónica** in the team's third effort in the race.

A veteran of the last one, not to mention winner of gold and silver medals in the 49er class at the last two Olympics (with a couple 49er world titles to boot), Martinez and company will be sailing the third of the



ALL PHOTOS THIS SPREAD: ERIK SIMONSON/WWW.H2OSHOTS.COM

The BAADS Herb Meyer Regatta

three Juan K designs. That's probably a good thing for all three teams — Juan K's designs have won both previous Volvos sailed in the Volvo 70s.

Kiwi Mike Sanderson is back follow-



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THE RACING

ing a hiatus after skipping *ABN AMRO 2* to glory in the '05-'06 race. Sanderson has coached his team as the spoiler, given that they're sailing '08-'09's *Telefónica Blue*, rebranded as **Team Sanya**, named for the Chinese seaside town that will serve as the finish for leg 3. Although the previous generation boat might appear to be a handicap, rule changes imposed on the newest generation of boats means that *Team Sanya* will be sailing with a grandfathered bulb weight — 200 kilos heavier than those of the new boats — from the boat that was rumored to be 5% stiffer than winner *Ericsson 4* in the last edition.

The added stability, plus a new rig and carbon rigging from Future Fibers, new, larger rudders and boards, and a complete refit should see these guys do better than they're letting on. Known in the last race as fast in the in-port races,



There were a couple Oktoberfest events on the Bay this month. Both the Oakland YC (above), and the Berkeley YC got into the Bavarian spirit.

in light air and upwind, but sketchy downwind in big breeze, the boat could well have more than a few fast modes.

Sanderson recently bought into Doyle Sails and *Team Sanya* will be the only team not carrying Norths in this race.

Impressively, Sanderson and his group have managed to become the first sporting team other than the country's national Olympic teams to receive direct sporting sponsorship from the Chinese government, which is quite a coup.

The route for the race is different this year. From Alicante, the fleet sails to Cape Town, South Africa as before, but from there, there's a big change in that Leg two will head to Abu Dhabi, by way of a detour complete with a virtual restart to keep the fleet clear of the piracy issues in the Gulf of Aden.

From Abu Dhabi, they'll head east, around the Indian subcontinent and the Malacca Straits, around Singapore and up to Sanya, China. From there

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The Sea Otter Regatta

The 16th annual PCISA Sea Otter Regatta was held October 1-2 in Monterey. Hosted by Monterey Peninsula YC, a record 53 teams participated and were treated to beautiful conditions.

A total of 28 races were held for two fleets 26 teams in the Gold fleet and 27 in the silver with two divisions per fleet — A and B. The racing was done on windward-leeward courses and each race

lasted between 15 to 20 minutes. Complete Results are on the Monterey Peninsula YC's website.

The Sea Otter is the first of the 5 major "counter" regattas for PCISA and counts toward qualification for the Pacific Coast Championships in the spring.

This year, the National Marine Sanctuary, Monterey Bay, supported the "green" regatta which provided reusable water bottles, and donated a new



LIZ CHANDLER

The Monterey Peninsula YC hosted the PCISA Sea Otter Regatta, complete with a new perpetual

perpetual trophy to the event, which has drawn an average of 40 to 50 high school teams for the past six or seven years.

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We depart from our usual format this month to bring you a special report on of the South Pacific's prime sailing venues, **French Polynesia's Îles Sous-le-Vent**.

Awaiting the *Maramu*: A Dream Cruise Through Tahiti's Leewards

Our goal was simple: to spend at least a week 'off the grid', sailing in some dreamy tropical getaway spot where we could snorkel colorful reefs every day, soak in gorgeous scenery, and stay blissfully out of touch with the workaday world — no phone calls, no email, no mind-numbing traffic, and no gloomy headlines.

Several destinations came to mind that might have filled the bill, all of which offer well-kept, late-model bareboat fleets. But the Leeward Islands of Tahiti quickly rose to the top of our list. We'd sailed there several times before, but the Leewards are not the sort of place we could ever get tired of.

After our short-hop flight from Papeete, Tahiti's capital, Julie and I sat down with Sophie, the cheerful Sunsail base customer service manager, who refreshed our memories about the islands' many anchorages and attractions, then gave us a thorough check-out on our temporary floating home, a brand new Sunsail 384 cat named *Vanira II* — she was a beauty. A look at the week's weather forecast revealed that we could expect several days of light air before a strong *maramu* wind system kicked in from the southwest. "That won't bother us at all," I said. "We're San Francisco Bay sailors, where 20 to 25 knots is the norm."

Being typical over-extended Americans, we only had a week to play — when at least a month would have been more

Bora Bora's over-water bungalows are a favorite retreat for honeymooners, but we'd rather spend our time on a charter boat.



to our liking — so we were faced with a tough decision. We knew from previous trips that unless you really rush, it's impractical to try to visit all four of the main Leeward Isles in seven days. Raiatea (where the charter bases are located) and her sister isle, Tahaa, lie side-by-side, encircled by a common fringing reef system. But both Huahine and Bora Bora lie a half-day's sail away — in opposite directions.

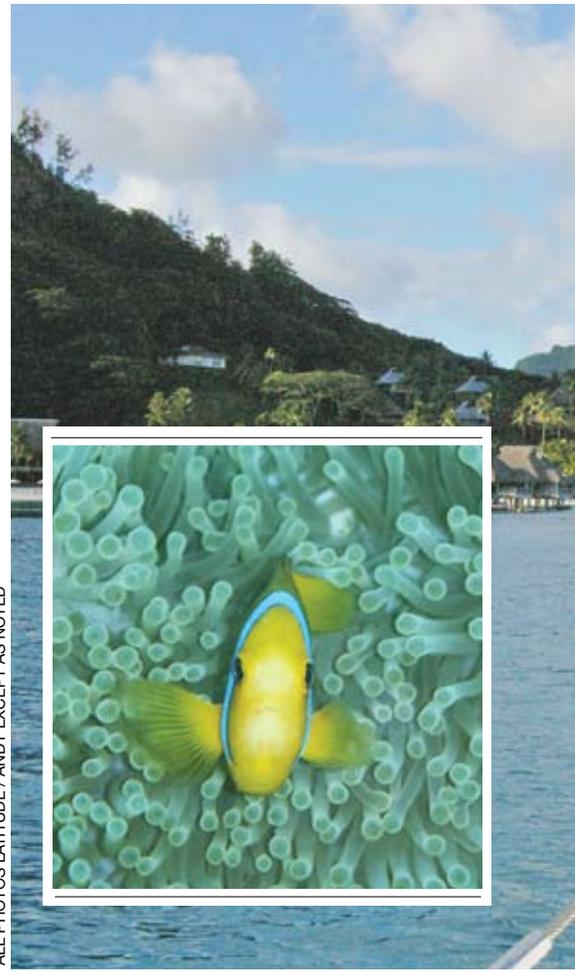
Although we love Huahine's laidback vibe, picturesque waterside homes, and magical snorkeling, we opted to explore Bora Bora this time. We'd only had a very brief look at that fabled isle once before, while participating in the Tahiti Pearl Regatta — a sensational annual event where bareboaters, international cruisers and local French sailors all compete and party together.

Being longtime sailors, we knew better than to over-plan our itinerary — after all, to do so would sap the spontaneity out of our cruise. But with the *maramu* predicted, we figured we'd first head to Naonao, a picture-perfect islet at the southern tip of Raiatea, then cross to Bora Bora while the winds and seas were still light.

From Raiatea's Apooiti Marina, where both the Sunsail and Moorings' fleets are based, it's a leisurely half-day sail (roughly 20 miles) to pine-covered Naonao, which is renowned for fine snorkeling — except when southwest swells are running — on a vast reef system that lies to the south of it.

The fringing reefs that encircle every island in the Leewards (or more correctly, *Les Îles Sous-le-Vent*), create tranquil lagoons between the craggy volcanic islands and the reefs. This unique characteristic means you'll be sailing on nearly flat waters even when the breeze gets brisk, except during inter-island crossings.

After overnighting at the base, we got underway early and began our lazy sail past Uturoa, the island's only real town, and down the



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

east coast, threading our way between red nav markers on the 'island side' and green markers on the 'reef side'. European-style cardinal markers are also used to mark additional hazards. This system seems a bit confusing the first time out, but you quickly get the hang of it — especially since most of the bareboats these days are equipped with chartplotters that make every hazard obvious.

As we worked our way along the eastern shoreline past neat little waterside homes that are surrounded by flowering plants and fruit trees — each home with its own dock and boat lift — we couldn't help fantasizing about living in one of them full time. "Let's see, a quick dip in the sea before breakfast, perhaps a little fishing out on the reef, then a nap in that hammock there in the shade of that massive breadfruit tree. . ."

About the time we were getting carried away with such fantasies, a group of two dozen dolphins suddenly appeared alongside and danced in our bow waves for a mile or so, then disappeared as fast as they'd arrived.

Although this July trip was near the theoretical peak of the tourist season, we saw only two other bareboats all day, and

OF CHARTERING



Spread: Few sailing venues are more dramatic than the Leewards. Here Bora Bora's classic peaks tower above its placid lagoon. **Inset:** Mrs. Nemo wasn't about to let us get close to her infant son, who hid inside this anemone.

only a half-dozen speedboats carrying islanders. Actually, during several trips to these islands, we've never seen any anchorage that we'd call crowded.

The one thing you *can* always count on seeing in the lagoons every day of the week is both men and women paddling sleek outrigger canoes. As we slid along the coast, we saw two young men up ahead who seemed to be lying in wait for us. If we'd been sailing off the Somali coast we might have thought they were pirates, but these were merely bright-eyed young men with big toothy smiles who were eager to use our 6-knot boat speed to pace their daily workout. Paddling is one of Polynesia's favorite national pastimes, and it helps keep both men and women in great physical shape.

We always tell friends that chartering in Tahiti is like sailing within a postcard. Everywhere you look, you see eye-popping vistas, acres of coco palms glistening in the tropical sun, and densely forested mountain peaks tower-

ing above serene lagoons. In addition, there are dozens of low-lying islets or *motus* like Naonao, which give protection from the prevailing breeze, and often offer excellent snorkeling as well.

Thanks to the calm conditions during our stay at Naonao, the water was ginclear, with at least 75 feet of visibility. There's no denying that Tahiti's reefs have suffered from the coral bleaching that is now common throughout the tropics, but ecosystems here seem vibrant nonetheless. Using our handy, waterproof fish guide, we identified a couple dozen different species of juveniles darting between the coralheads in head-high water, all distinctively painted with bright, colorful patterns.

Lying just off the beach, with only two other boats in the anchorage, we raised our evening cocktails in a toast to the beauty of this amazing place, and marveled at the brilliance of the fire-red sunset. Not long afterward the Southern Cross showed itself,

twinkling within an almost unbelievable density of stars and galaxies. Although we were only a day into our cruise, the rat race already seemed light years away.

We rose with the sun the next morning, eager to get an early start for Bora Bora — a crossing of 30 miles from our southerly departure point. After carefully threading our way along the island's southwestern reefs, we soon arrived at *Passe Punaeroa*. In heavy weather transiting any break in a reef can be tricky, but this wasn't one of those times. With only six knots of breeze out of the north, the sea was so glassy it gave us an appreciation for what crossing the doldrums (ITCZ) must be like.

As we motorsailed farther offshore, we scanned the sea surface far ahead for signs of more breeze and a better wind angle. We'd learned from past trips here that those toothy peaks and sloping mountaintop canopies can bend the prevailing wind in some weird ways.

When Julie went below to take a nap, I figured I needed something to do that wouldn't distract me too much from keeping watch. So, with the autopilot engaged, I whipped out a tiny 'travel ukulele' that a friend had insisted I take along. I only knew a few chords, but managed to strum out an upbeat little tune. A few minutes later, to my delight, the breeze piped up to 11.5 knots apparent — enough to get the little cat up on her heels and skating along nicely. I knew ukes were the favorite instrument in those waters, but I had no idea the wind gods would respond to the soft

Paddling outrigger canoes is the national pastime. Young athletes like this often race passing sailboats just for the fun of it.



WORLD

sounds of this toy-like little box — especially in the hands of such an amateur.

The fact that Tahiti is a long way from both the Americas and Europe — and is generally quite expensive — keeps tourism numbers low, with the vast majority of those who do come to visit staying in romantic "over-water bungalows." Although their thatched roofs give them a cohesive connectedness to their lush natural surroundings, they are actually luxuriously appointed mini-suites that

have become a favorite splurge for honeymooners of all nationalities.

Most of these resort properties lie within Bora Bora's lagoons, reachable only by water taxi. As romantic as they seem, though, we think the experience of exploring the lagoons on a sailboat is a far superior experience — for a fraction

of the price.

We stayed three nights at Bora Bora, and navigated the full extent of its lagoons — even the far southeast corner, where we briefly had only about two feet of water under our keels in a narrow channel.

Unlike life in the resorts, we could

Top row, left to right: Home sweet home in Bora Bora; a playful friend; a classic Leewards scene. Center: Kids learn new skills at watersports camp; another spectacular sunset; Tahitian-style commuting. Bottom: Time for a swim; student sailors race across the turquoise shallows.



OF CHARTERING

drop anchor for a quick swim on a whim, and each night we anchored in complete solitude in flat-calm anchorages. Lulled to sleep by the muted sound of ocean swells crashing on the distant reefs, we fell into deep, nearly hypnotic sleep. To say this temporary lifestyle was calming and therapeutic would be a great understatement.

Our memories of the Bora Bora lagoon include several occasions of swimming



ALL PHOTOS LATITUDE / ANDY

abreast of huge manta and spotted eagle rays, that seemed to patrol the reefs like sentries. Another highlight was visiting a kids' sailing camp where the sheer joy of water-play was almost palpable as local adolescents perfected their sailing and paddling skills in the shallow, turquoise waters of the lagoon. Although our French is abominable and we only know a few words of Tahitian, it was fun to interact with them a bit — especially since we'd been enjoying our solitude aboard *Vanira II* so much that we'd barely been ashore yet to mingle with the locals.

With that in mind, we decided we really ought to have a look at Bora Bora's town, Vaitape, just to see what there was to see and perhaps do a little shopping. But as we approached we saw that the territory's resident cruise ship, *Paul Gauguin*, had arrived. Did we really want to mingle with all those tourists? A better idea struck us. The day before as we left our anchorage we saw several dive boats moored over a long stretch of reef. We figured that was obviously *the* place to dive in this lagoon, and there was just enough good light left to see what it had to offer.

Checking the chart, we noted that there was a small horseshoe-shaped anchorage near the dive spot, surrounded by reef. We'd drop the hook there, we thought, take a swim and possibly stay for the night. It turned out to be one of the best snorkeling sessions of the trip. The highlight was studying Mr. and Mrs. Nemo, a clownfish couple who live in a lush anemone. And on closer inspection we saw they were guarding a tiny little Nemo Jr. that was not even as big as my thumb. Cute!

With very light winds predicted, we decided to over-night in our little reef-encircled shrine, which seemed to be a favorite lounging spot for both spotted eagle rays and stingrays. At first light the next morning I rolled over and immediately looked out the closest porthole to check our position. Believe it or not, in the faint pre-dawn light I could see the sandy bottom, 15 feet below, confirming that we were still safely hooked. And just then, an eagle ray glided by on his pre-dawn patrol.

With a strong *maramu* predicted for the following day, it was time to make the windward crossing to the protec-



Violetta's classic Polynesian smile greets you at the joint Sunsail-Moorings base.

tion of the Tahaa-Raiatea lagoon. The nearest pass lay 22 miles away. Leaving the lagoon through the broad *Passe Teav-anui*, Bora Bora's one and only navigable exit, we gave a salute to the skipper of one of several massive sailing yachts with five-spreader rigs. Its wealthy patrons were nowhere to be seen, and as luxurious as

that super-yacht's interior must have been, we had to believe we were having more fun.

Motorsailing under a light breeze, the crossing was uneventful, but the long rolling swells, roughly 8 feet high, were a harbinger of the *maramu's* imminent arrival. Even with the swell, entering broad, well-marked *Passe Papai* on the southwest side of Tahaa was no great challenge, but the big rollers crashing across the adjacent reefs were truly dramatic.

That afternoon we headed east across the lagoon between Tahaa and Raiatea, escorted by a pod of dolphins, and dropped the hook off *Motu Mahaea*. We'd had great luck snorkeling there in the past, as it lies alongside *Passe Toahotu*, which seems to bring in big fish from the open ocean, while a menagerie of colorful juveniles populate the adjacent shallows. Here, as elsewhere, the water was refreshingly cool, and the ambient air temperature seemed perfect: not too hot and not too humid.



Although entering passes is usually easy, the reefs alongside the openings foam with fury when the *maramu* arrives.

Thus far we'd been eating well aboard *Vanira* — especially from the massive slab of fresh tuna in our provisioning package. But that night we decided to splurge with a feast at the long-established Hibiscus Restaurant in nearby *Baie Faaaha*.

WORLD OF CHARTERING

(Really, three 'a's!) Inside, we met the gregarious French owner, Leo, and his handsome Tahitian family. With the *maramu* beginning to howl outside, the full house of jubilant European charterers we met there were obviously having as great a time as we were.

The next morning we indulged in one of our favorite Tahitian treats: a complete circumnavigation of Tahaa — this time in 20+ knots of breeze. Blasting along over the nearly flat lagoon waters at hull speed was an awesome thrill, and we marveled, as always, at how the wind angle kept bending as we circled the island's north end, so that we rarely even had to trim the sails through a 180° change of direction.

By the time we got to our favorite west-side snorkeling spot, at the famous Coral Gardens, the day anchorage was a bit too bouncy, so we continued on around Tahaa's south end and grabbed a mooring for the night at the Taravana Yacht Club — a favorite cruiser hangout



When the Maramu blows kiteboarders make the most of it. Many Tahitians are great lovers of both traditional and modern water sports.

which, sadly, had recently closed. No worries, we still had plenty of food and ice cold Hinano beer.

Despite the wind whipping up into the high 20s, we spent a peaceful night aboard our little cat, and were rarin' to get in some more great sailing the next morning before having to return *Vanira*

to the base that afternoon.

With a reef in the main, we blasted across the lagoon toward Uturoa, where we were determined to act like typical tourists for at least an hour or so, by perusing the shops, writing a few post cards, and sampling the famous local dish called *poisson crue* — sort of a Tahitian *ceviche*, only marinated in coconut milk. Delicious!

As often happens on charter trips, we'd become so accustomed to life aboard our borrowed yacht that we almost felt as though it was our own, and we were simply cruising these islands with an open-ended timetable.

Maybe someday. But for the time being at least, we had fully recharged our batteries, had shaken the cobwebs out of our formerly befuddled brains, and would return home with smiles on our faces and a wealth of colorful, sun-kissed memories. If you ever have a chance, we would highly encourage you to follow in our wake.

— *latitude/andy*



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CHANGES

With reports this month from the new crew on **Cocokai** heading to Thailand; from **Geja** on Andrew Vik's latest summer cruise in the Med; from **Wind-song** on great and inexpensive medical care in Panama; from **Dolphin** on a passage to Hawaii and the good life in the Kewalo Basin; from **Zeppelin** on Costa Rica; **Moondance** on its passage to Polynesia; and a generous helping of **Cruise Notes**.

Cocokai — 65-ft Schooner Greg King and New Crew Oz to Thailand (Long Beach)

After five years and 25,000 miles of ocean sailing, boatowner Jennifer

Sanders and her daughter Coco are taking a break back home in California. So captain Greg has taken on two new crewmembers from the *Latitude 38 Crew List* to make

the 3.5-month trip from Oz to Thailand via Indonesia, Singapore and Malaysia. The two crew are Joe, 62, a real estate professional from the Bay Area, and Mora, who would be me, a 44-year-old nurse from Northern California.

We met in Cairns, Australia, in the last week of August. *Cocokai* was looking good after all the work — new deck, new batteries, rewound genset, resolved rigging issues — Jen and Greg had done to her in Townsville. Joe and I both wondered at our luck, as we checked out *Cocokai* and became acclimated to life on the water. We're pinching ourselves, having been invited to sail on the schooner all the way to Thailand.

Since Greg's Australian visa was expiring on September 23, we needed to make our way up the Queensland coast

Why start with the easy stuff? Captain Greg let the new crew navigate through the Great Barrier Reef — and at night.

without delay. Southeasterly winds of 25 to 30 knots moved us up the coast quickly, although we got to enjoy stops at Lizard Island, Margaret Bay, Seisha and Gove.

My first-ever night watches were challenging, as we had to maneuver through the Great Barrier Reef and along the shipping lanes. But I have come to love the solitude and beauty of night watches. The Milky Way is so bright that it illuminates the opaque sail. And when we had wind, I found the sound of waves rushing by to be exhilarating.

Along the way we've met many friendly Aussies with warm smiles. The fishing has been great, too, as Greg has caught big mackerel and wahoo without much effort. In fact, his only complaint has been that he only gets to fish for five minutes every other day before we have all the fish we need! On the downside, we've encountered outrageous prices — the Aussie dollar is sky high, which is why Aussies are coming to California to buy boats — for everything from food to engine parts. Then there's the murky water, which, although we haven't seen any yet, is supposedly home to Australia's notorious human-eating crocs.

The Torres Strait featured big breaking swells and 'the hole in the wall', which is a narrow passage between interesting rock formations. We are currently in the middle of what probably will be a five-day passage from Darwin to Kupang, Indonesia. The seas are flat and there isn't a trace of wind. Our next stops are Flores Island, Komodo Island and Bali.

— mora 9/30/11

Geja — Islander 36

Andrew Vik Croatia (San Francisco)

When I first bought the 32-year-old *Geja* sight-unseen in '08 through an article in *'Lectronic Latitude*, I had no idea that several amazing summers of Mediterranean cruising lay ahead. I just wrapped up the fourth here in Trogir, Croatia, a UNESCO World Heritage Center. Unlike the three-month, five-country voy-



ages of past summers, this year's itinerary was scaled back to just six weeks of cruising along Croatia's Dalmatian coast. As an overly social cruiser who loves the southern European vacation vibe, I chose to sail during the peak of the peak season, which was July 9 to Aug. 21. The weather is more reliable than in June and September, and the quaint island villages are way too quiet for me during the shoulder season.

I typically bring along a second suitcase full of parts and other odds and ends, like fuel filters, ZipLoc bags, one-inch zincs, and other things that are either much more expensive or unavailable in Europe. The dollar was particularly weak this summer, trading at over \$1.40 per euro, so buying parts at home really paid off. We are spoiled in the U.S. by how easily and affordably we can acquire just about any consumer goods. It helps greatly that our sales tax is so low, and in many cases avoidable. Most Europeans pay well over 20% in value added tax (VAT).

COCOKAI



Mora is starting a great cruising adventure.

BARRIER SHOTS



IN LATITUDES



ALL PHOTOS COURTESY GEJA



GEJA

The young are on the loose in Croatia.

Scenes from a fourth season in Croatia, clockwise from above: The falls at Krka National Park. "Andrew baby! So great to see you back again this year!" The latest in deck shoes for Croatian go-go dancers. Andrew and a couple of new Spanish friends help further international relations.

Joining me this summer were the usual assortment of friends and acquaintances, mostly Scandinavians, starting off with Sven and Neil, two skilled wingmen. Our very first stop was the lively student town of Split, where I'd spent many weeks at the end of previous summers. We anchored in front of the bustling waterfront.

We were awakened that first Saturday morning, slightly hung over, by a shout from a port official. "Give me your boat papers!" the expectedly surly official demanded. Starting last year, officials had begun to implement a 'no anchoring' policy in the huge harbor, as it "interferes with the large ferries". My ass it does, as I was floating in just seven feet of water. In any event, I was instructed to go to the port captain's office, and bring 1,000 kuna — 150 euro — to reclaim my boat papers.

I reported to the office with just 300

kuna and a plan to plead for a reduced fine on the basis of poverty. After some discussion, the boarding officer invited me for coffee at a café. I waited patiently through two rounds of drinks, but we never reached an alternate resolution. He paid the tab, and told me to come to the office when I had enough money.

Feeling out of options, I returned to his office with the full amount — only to be whisked away to the café again. But after being treated to yet another drink — or was it I who was paying, albeit indirectly? — I still had to cough up the full amount. It made no sense. I left Split thinking that if they really don't want to keep fining people, they need to enlarge

the tiny 'no anchoring' sign, and relocate it from the remote corner of the harbor. So continues my love/hate relationship with Croatia.

Heading north, Primosten, a lovely little mainland holiday beach town, is always a popular stop. We three from Geja took seats at an outdoor wine bar in the center of town alongside two attractive blondes. Imagine our surprise when one turned out to be a Croatian-born Oakland resident, the other a San Franciscan now living in Marin! A San Franciscan myself, we had plenty to talk about. We continued the evening aboard my anchored-out Geja, partying and swimming well into the night.

We unexpectedly ran into the girls again the next day, so we invited them to join us sailing to the next town north — with the customary swim stop along the way. Croatia offers so many anchorages that one can almost always break up a typical 20-mile daysail with a lunch stop. The girls were happy to join, and were great company. Is it me, or do boats just somehow smell better with women onboard?

One of the main highlights of the region is Krka National Park and its beautiful waterfalls. From the underrated mainland town of Sibenik, you sail nine miles up the Krka River, passing two bridges. You just need to watch for re-

The lovely Elizabeth, one of Andrew's many crew. "What do you mean there's a naked German man on the boat behind me?"



GEJA

CHANGES

duced clearance due to bungee jumpers at the first bridge! From the quaint river town of Skradin, excursion boats take tourists the rest of the way up to the park

area, where one — along with thousands of other vacationing Europeans — can spend hours admiring the cascading waterfalls. Anchoring and swimming in Skradin is a treat, as the water is fresh, a nice change from the Adriatic, which is unusually salty. The only

danger in the area is a family of swans. If you invade their territory, they will charge at you like a bull. Having had a fright, Neil can vouch for that.

When sailing in the Med, I see few American-built sailboats around, and they are mostly Hunters. I always figured that my Islander 36 must be one of very few California-made plastic classics around. But in Skradin, I was most surprised when an Italian with an Ericson 34 circled my boat at anchor. It was my first such encounter with another California-built boat, but we only had time for a few words.

Back downstream and into the sea, just north of Sibenik, Vodice, one of Croatia's better coastal party towns, just north of Sibenik, was our next stop. The guys and I arrived just in time for this summer's opening night at Hacienda, a large open-air nightclub on the edge of town. We began the night aboard *Geja* with a few cocktails of proper strength,

'Geja's name and hailing port may look a little tattered from the years, but the waters of the Adriatic are still crystal clear.

as the standard Croatian well drink includes not a drop more than an ounce of alcohol. Drinks aboard *Geja* usually involve Red Bull or some equivalent energy-drink knockoff, as parties in the Med usually don't end before dawn.

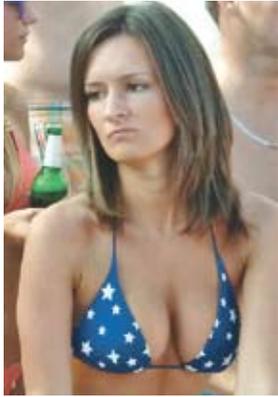
After a stop at Makina, a very entertaining although overpacked dance bar just along the waterfront, we finally made it to Hacienda at 1 a.m. The mostly-locals place was insane, with go-go dancers galore, and countless tall and thin Croatian girls parading around in skimpy dresses and sexy heels. Alas, even though many young Croatians speak excellent English, they tend to be leery of outsiders, so they stick to themselves.

Heading back to Sibenik to swap crew, we were enjoying an easy broad reach when entering the narrow channel near town. Since the 300-foot Turkish cargo ship *I. Sahinkaya* was coming out of the channel, I altered course upwind on starboard tack. Just as we passed the ship, I could see and hear its crew running around screaming that they had lost steerage. They soon grounded, the ship's bow rising as it came to an uneventful stop. Given all the traffic in the channel, things could have turned out much worse.

It was around this time that I experienced the worst breakdown of the entire trip. While I attempted to use Skype on my iPhone 3GS, the phone crashed and just wouldn't restart. Getting it running again required restoring it to factory settings, but that would also undo the special unlocked mode that I had applied long before. Without its being unlocked, I would no longer be able to use the local Croatian SIM card, one that provided phone service and internet all along the Croatian coast. Although I rely on MacENC navigation software running on my Macbook Pro down below, it sure is nice to have the Navionics charts available in the cockpit on my iPhone. I never was able to get the phone running properly again. Where are those cheap Craigslist hackers when you need them?

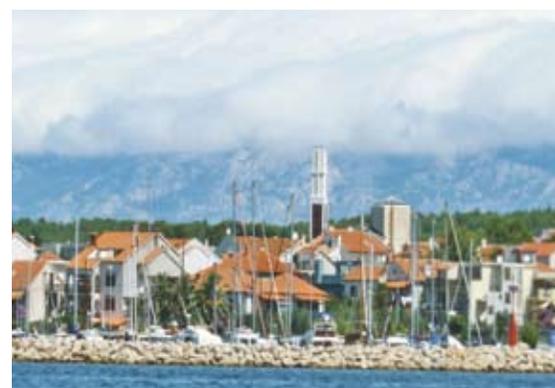
With new crew on board - a Swede, a Dane, and an Australian - we continued north from Sibenik, a day late due to unstable weather and blustery winds. Our first stop was the Kornati Islands, a dense archipelago of deforested islands that offer a stark moon-like appearance. The islands are uninhabited aside from some summer cottages. Restaurants

GEJA



"I'm bummed! Men seem to be more stimulated by my body than my mind."

GEJA



operate during the summer, and often provide free docks and buoys for their customers. With little vegetation, there is superb hiking among these islands. And sailing through the long, narrow island chain is a dream! The water is flat, and there is usually an afternoon breeze.

As we sailed along, the wind lightened and became fickle just when we needed to squeeze through a narrow passage. An Austrian-flagged boat had been sailing alongside for some time, and as they were but one boat length away and with their sails flapping, I motioned to the helmsman for room. Only when he stood up did I realize that he was naked. We exchanged a few words about our course, and kept on sailing. When you sail in the Med, you get used to people from German-speaking nations being naked.

After a wonderful couple of days in the Kornati Islands and Telascica Nature Park, we sought some civilization in the

IN LATITUDES



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the tragic terrorist events were unfolding in Oslo.

Heading north from Zadar, one begins to see the Velebit Mountains, the source of notoriously strong *bora* offshore winds. These mountains stand nearly 6,000 feet tall. On this day, the mountain range resembled San Francisco's Twin Peaks on a foggy summer day, as clouds draped from their peaks, an indication that the *bora* winds were blowing. *Boras* have been clocked at up to 90 knots, but the summer version blessed us with 20 knots on a beam reach.



GEJA

A narrow alley typical of the old towns and villages of Croatia.

One of the great elements of cruising is the surprise factor. With a crappy weather forecast, we pulled into the well-protected harbor in Rab Town on what just happened to be the final day of their Medieval Festival. It was an amazing evening, with thousands of folks enjoying exhibits of medieval culture along the narrow, crooked alleyways of a town that seems to have changed very little since, well, the middle ages. Fireworks followed, along with a wild thunderstorm during the night.

More Croatian adventures next month.

— andrew 10/08/11

Windsong, Islander Freeport 36 Frank Nitte and Shirley Duffield Passing Stones in Panama (ex-San Diego, now Panama)

In California, you could easily pay more to park for a doctor's appointment than the doctor's appointment itself

Either Shirely and Frank have the same thumb injury or they think medical care in their adopted Panama is a good deal.



WINDSONG



Clockwise from above; An elevated view of the beautiful Kornati Islands National Park. A small Kornati Island village. Andrew, doing the 8 a.m. 'row of shame' back to his boat. A 'cloud cap' suggests brisk offshore winds. Stunning Rab town. "I know it's 5 a.m., but am I still sexy?"

small town of Sali on Dugi Otok (Long Island). With a good WiFi signal from a nearby cafe, I stayed up quite late one night, catching up on emails. Then sometime after 2 am, there was a voice coming from outside. It was a girl shouting, "Hey San Francisco!" I came up to the cockpit to find a hot - and inebriated - blonde, wearing all white, standing at the quay. In this part of Croatia, many people have ties to the United States, and this New Yorker was spending the summer in Sali visiting relatives. She was surprised to see a U.S.-flagged boat moored in her little town. Unfortunately, our conversation ended prematurely, thanks to her overly protective brother.

The next crew change took place in the prominent mainland town of Zadar, where the only mooring choices are in one of several marinas. One night at

Marina Zadar cost 63 euro, or about \$90 at this summer's exchange rate. As is the case with most marinas in Croatia, the facilities are in great shape, and the bathrooms are super clean and open 24 hours a day. In addition the water supply is clean and plentiful. In fact, the primary drinking water aboard *Geja* is Croatian tap water. But still, \$90?! These were my only two nights in a marina this summer.

I prefer to avoid the heat of the cities during the height of the summer, but Zadar was a surprisingly fun place. It helped that we were there during an unusual cool spell, with daytime highs not even topping 80 degrees. My new crewmembers were two Norwegians, who arrived just as

CHANGES

would cost in many foreign countries. For aging cruisers — and there there are many of us — the cost of medical care is of ever-increasing importance.

Now that Shirley and I call Panama home, let me explain what I'm talking about. And in the process, you'll learn why more cruisers, retirees and 'medical tourists' are setting their sights on this Central American nation these days.

Shirley rushed me to the hospital on August 1, as I was suffering from severe pain in my left side and groin. It was kidney stones. Very painful stuff. We first went to our regular doctor's office, but were then directed to the hospital.

Just the situation at the hospital emergency room check-in was revealing. We arrived at about 8 p.m., and found a long line in front of the admittance counter. I sat while Shirley got in line to check in. When the pain prevented me from sitting any longer, I started pacing. The woman behind the desk noticed, and asked me if I wanted a chair. I told her — in my finest Spanish — that I was in too much pain to sit.

She looked at the paperwork from my doctor, then immediately ran into the emergency room. She returned with a nurse and a wheelchair, and I was taken into the emergency room, where I was promptly hooked up to IVs and painkillers. This was before Shirley had even started filling out the paperwork! Needless to say, this never, ever would have happened in the U.S.

It's not just reasonably priced health care that attracts Americans and Canadians to settle in Panama. It's the San Blas Islands, too.

I was later wheeled into a private room, where I spent the night on IVs, painkillers and antibiotics. I was given a CT scan and ultrasound the next morning, then returned to my room. I was released about 3 p.m., as I must have passed the stones.

My total bill was \$800 U.S. That broke down to \$550 for the doctor and hospital, and \$250 for the CT scan. What do you think it would have cost in the States? My doctor was great. The nurses were great. The hospital was clean and efficiently run.

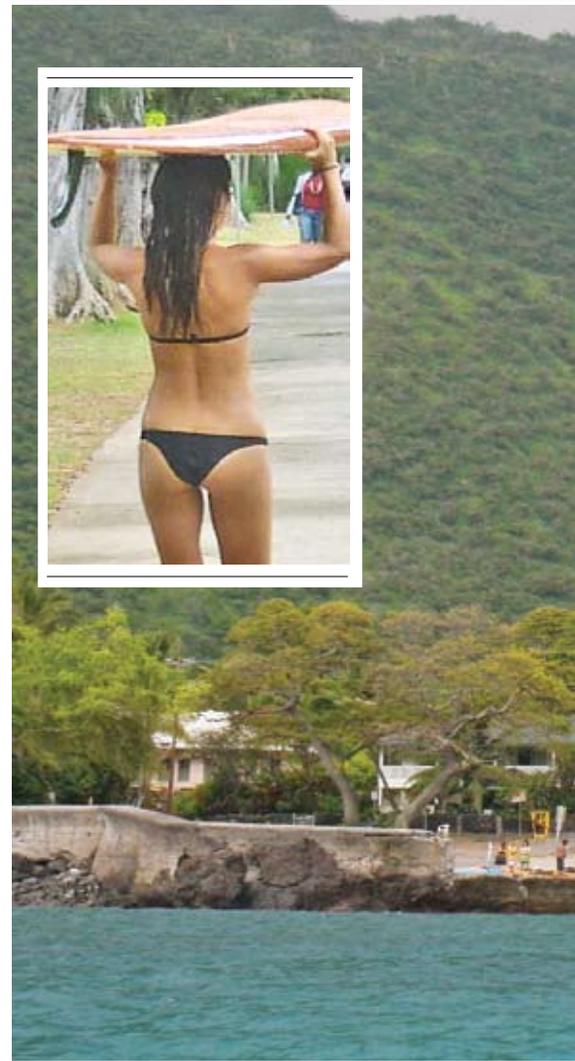
— frank 9/15/11

Dolphin — Islander 44 Skip White Enjoying Hawaii (Port San Luis)

After enjoying Ha-Ha XVII a year ago, I'm now writing this from a coffee shop with internet access an easy walk from my new berth at the Kewalo Basin Harbor, Oahu. The harbor is now being run by staff from Almar Marinas rather than the state employees, and Almar has done an excellent job of both making the marina accessible to new cruisers and filling the marina with boats. Kewalo does suffer from surge during the south swells of summer that light up the numerous surf breaks within walking distance. But if you're a surfer, it means you can check the surf without having to leave your bunk.

Beyond the occasional surge, Kewalo is idyllic. After all, it's adjacent to massive Ala Moana Park, all the great beach activities, surfing, a half-mile long reef-protected swim area, and more. If you look around at the bodies on the beach, you'll find an endless number of reasons to stay fit. I also get a kick out of the guys/girls carrying their surfboards into the nearby markets, on their way home from surf sessions. Given all the people who enjoy the Ala Moana area, it's pretty darn clean. And there is a police substation in the harbor.

Everything you could want is convenient to Kewalo. I can take a short walk to a new first-rate cineplex, gazillions of restaurants, several markets, countless bars, four different Starbucks locations, the huge Ala Moana Mall, Wal-Mart, and a Sam's Club. In addition, West Marine is finishing up a new flagship store down the street a ways. And I can



easily walk to downtown Honolulu or Waikiki.

I set sail for Hilo from the Punta Mita, Mexico anchorage in April. I didn't get far before I ran into a pod of humpbacks that surfaced just a few yards off my port side. I had to head into the wind and start the engine to avoid a collision. Anyway, it scared the hell out of me, as humpbacks are more 'active' than other whale species. After they crossed ahead of me, the bull in the group surfaced in my direction and escorted me away from the rest of the pod.

Three-and-a-half days into my trip, I was getting launched off waves and slammed down in the troughs, so I was glad to anchor off Isla San Benedicto, one of Mexico's four remote Revillagigedo Islands the next day. Alone in the well-protected anchorage with a sandy bottom, I saw spectacular giant manta rays; some cast a wingspan of over 20 feet!

As expected, the passage to Hawaii consisted of a beat, a reach, and then a

MAYONNAISE CLINIC



Jagged-edged kidney stones are hard on the urinary tract.

WINDSONG



IN LATITUDES



PHOTOS COURTESY DOLPHIN

Spread; The graceful Islander 44 'Dolphin' on the hook in the Hawaiian Islands after a passage from Mexico. Inset left; Some of the lovely scenery near Kewalo Harbor on Oahu inspires you to take better care of yourself. Inset right; Fast sailing on the way from Punta Mita to Hawaii.

run. There were no specific wind lines or predictable patterns for each change, it was just that the north wind became more consistent than the northwesterly wind. But each struggled for dominance during the day and night, which kept me on my sail trim toes. Once the north wind emerged victorious, the northeasterly popped up and said hello. Eventually it took over, but was in turn replaced by an easterly wind.

There were several boats making the crossing the same time that I was, with some in front and others behind. It was nice to have company. I checked in with the Seafarers Net each day with a position report to let my family know where I was and that I was fine.

The only drama occurred about halfway across when I thought to tighten the bolts holding the windvane to the transom. When I sheared one of the bolts

in the process, it occurred to me that I should stop going to the gym. I'm not sure how it was possible, given the fact I was using a stubby wrench on a 3/8-inch bolt, located in such a place that I had to do a yoga pose to access it.

Hove to about 1,000 miles to Hawaii and 1,300 miles from Mexico, I watched in fright as the only other bolt holding the lower windvane bracket looked as though it was none too happy to do the job of two. I tried to position a new bolt through the windvane's lower gudgeon, lining it up with the hole in the transom while hanging over the side and seeing my hands and tools disappear as the waves washed against the boat, but I just couldn't do it. I gave up trying to thread another 3/8-incher, and went to a hardened quarter-inch bolt. After more than two hours at

the task, I was on my way again, albeit with a little less sail than before. When I got to Hilo, I pulled the entire vane and upgraded to half-inch bolts.

I caught plenty of dorado, so I was never short of fresh fish. I played my guitar, singing to no one, and loved it. When was the last time you got to really belt it out? I pretty much hella enjoyed my 21 days doing the 2,700 miles to Hilo, including the stop-over at Benedicto.

Being the closest of the Hawaiian Islands, Hilo is the logical port of entry on this passage for checking back into the States. Radio Bay is quiet and provides a great place to rest while making sojourns around the Big Island. I eventually sailed around notoriously windy South Point. It was advertised as 30 to 40 knots, but there is usually a reward after such passages, isn't there? In my case it was the lee of the southern part of the Big Island, where there is a huge wind shadow even during the most boisterous of tradewind periods. I anchored at the beautiful Cook's Bay anchorage, and had it to myself. Indeed, I found no other cruising boats south of Kona, and only a few north of that. It was to the north that I caught a 5-foot wahoo. It made me feel like a king for the day, and when I got to the next anchorage I passed out 5-pound chunks of fresh fish to fellow cruisers.

Thanks to the demands that the Alenuiha'ha Channel makes on sailors, I waited out the wind for the passage

John's next passage is to the South Pacific. From Hawaii, that can mean thousands of miles of on-the-wind sailing.



Catch of the day.



DOLPHIN

CHANGES

between Nishimura Bay on the Big Island and La Perouse Bay on Maui. I left before dawn with a forecast of winds to 25 knots in the channel — which was down from the maelstrom that had been going on for days. The wind was indeed blowing 25 knots before long, with higher gusts.

Because of the strong winds and the steep, short period waves, I could easily see how the unwary or novice sailor could get into trouble here. After arriving at La Perouse, I surfed Voodoo's on a south swell with only a few guys out. It was while I was diving on my anchor that a pod

of adult dolphin swam within an arm's reach of me. The memory of the soulful glance I received from one of those dolphins in the wild is something that I'll never outlive.

I found Lahaina Harbor to be like Avalon on steroids — but with the best sunsets in the world. And just sitting in my cockpit watching the daily tourist traffic in the harbor was worth the price of admission.

But to my thinking, nobody has really sailed until they've anchored off Waikiki Beach. The skyline, the surfers, the beach-bathers, the profile of Diamond Head — it's the epitome of beach living. It turns out that I had anchored in the path of the Friday Night beer can race, and boats were splitting at my bow and stern. I got awkward gawks and shaka's welcoming me to Oahu.

I'm here until the end of the southern **The good thing about Kewalo Harbor is that it's now being well managed. But it's still open to surge when a south swell is running.**

hemisphere cyclone season. If anyone wants to see a video of my crossing or join me to sail the South Pacific, they should visit cruisingexpeditions.com.

— skip 10/15/11

Zeppelin — Huntingford 47 Wayne and Elly Smith Costa Rica (Vancouver, B.C.)

Called the 'Switzerland of Central America' because of its neutral and democratic ideals, Costa Rica, aka the 'rich coast', is also a paradise for nature and ecology lovers. We visitors can enjoy many national parks and nature reserves that protect some samples of the extraordinarily varied ecosystems, including dry tropical forests, cloud forests, and nine active volcanoes. Birdwatchers and butterfly lovers flock here as well, to gaze at some of the 850 or so species of birds and untold varieties of butterfly. There are many rivers, a fact that makes whitewater rafting popular, and there are zipline tours over and through the jungle canopy. All this plus miles of white sandy beaches, awesome surfing, and a growing number of yoga retreats make this country ideal for just about any traveler's tastes.

It's good to visit by boat, however, because only about 4,000 miles of the country's 20,000 miles of roads are paved. Despite the lack of paved roads, Costa Rica has the highest standard of living in Central America, the highest literacy rate (95%), the second lowest birth rate after Panama, and the greatest degree of economic and social advancement.

We arrived extremely salty and tired at Bahia Santa Elena, which is a pristine, nearly land-locked cove within a national park in the northwestern corner of the country. We found a great location to anchor, where we could feel the breeze but not the full force of the 20 knots of wind. It was good to get the anchor down after a 16-hour passage, and in time to watch the sun set over the hilltops. It was serene and idyllic, as other than one fishing boat and the parrots and howler monkeys having their sundown chit chat, we were the only ones there. The next morning was just as stunning, as we sat in this glorious bay all by ourselves. The odd *panga* with fishermen would pass by, and fish and rays would



jump around the boat, making it a truly blissful setting for my morning yoga practice.

There are a few reefs and some large rocks just off Bahia Santa Elena, which gave us a chance to snorkel. There is a river estuary at the far end of the bay that you can paddle into at high tide, but there are crocs in these waters. In fact, we saw a small one on the beach at the opposite end of the river, so we kept off the beach. There are also about five hiking trails, which are old service roads, so people who enjoy nature and solitude could enjoy a month here.

There is thunder, lightning and rain every day in Costa Rica. So after two days of having the salt washed off the boat, cockpit cushions and our clothing, we figured it was high time we found some internet access — something not to be found at Bahia Santa Elena.

Out next stop was around the point and down the coast at Playa del Coco, a mile-wide bay that plays host to many sportfishing boats, local fishing boats,

DOLPHIN



'Dolphin' from below.

AIR HAWAII



IN LATITUDES

business five years ago.

It had been six months since our last dive, so we wanted to keep our first one on the easy side. It turned out to be just us and a fellow from Switzerland. We saw white-tipped reef sharks, a zillion reef fish that we have seen throughout Mexico, two octopus, lobsters, and stunning spotted rays. It was the first time I had been in the water with two white-tipped sharks so close. Our guide told us to stay still as they circled us. Yikes!

But that was nothing. A few days later we did a dive at Isla Murcielagos, which was an hour *panga* ride from Coco. The purpose of the dive was to see big bull sharks — and see them we did! We descended, found an open sandy area with rocks to hang onto against the current, and waited. It was as if a curtain was raised and suddenly the sharks came out from behind it. Let me tell you, these fellas were grand! They were not only 10 to 12 feet long, but they were very full through the torso rather than long and lean like most sharks. We hung out on the sand and watched them circle to check us out. At one point there were six of them in view at the same time. It was an unbelievable experience! Given the fact that it rains every night in Costa Rica, the visibility was quite good.

We took our boat over to Marina Papagayo that weekend to get fuel and spend an evening with Len and Erin of *Maestro*, Eric of *Perfect Wave*, and Matt of *Red Sky*. It was great to see them again and catch up, as we'd all been in El Salvador at the same time.

Marina Papagayo as seen when it was just completed. It's a ways from town and has some surge, but the staff is terrific.



Sometimes it's harder to get around by car than by sailboat.

ALL PHOTOS COURTESY ZELLEPLIN



Photos from a 'Zeppelin' cruise, including getting away from the dicey bars of Costa Rica, gorgeous sunsets at Bahia Santa Elena, scuba diving and lightning strikes, dark sand beaches at the jungle's edge, a surprisingly primitive coast and highway system — and big old sharks!

and tourist catamarans. It is a pretty town with lots of tourists — which was a bit of a shock, since we'd come from El Salvador, where you rarely see tourists. Like all tourist resorts, it had inflated prices and an international feel. We met a few Canadian business owners and residents, lots of Americans, and folks from Switzerland, the Netherlands and Italy.

Playa del Coco is where southbound cruisers check in to the country. Unless you're lucky, you'll need to set aside two days for the process. Wayne saw the port captain at 8 a.m., and Migracion at 10 a.m., and the agriculture inspector came onboard at 2 p.m. Customs, which is a 45-minute drive away at the airport, closes at 4 p.m. The ag inspector was savvy enough to have a buddy who just happened to have a truck and could drive us the 45 minutes to the Customs office near the airport for \$40 round-trip. The

local taxi drivers wanted 50% more, so we lucked out.

When checking in at Costa Rica, be advised that you'll need several copies of all your documents. The Costa Ricans are fanatics for paperwork. In order to clear in, we had to pay \$60 to Agriculture, plus \$40 for the ride to Customs. If you'd prefer to sit on the deck of your big yacht while someone else checks in for you, you could head down to Marina Papagayo, where they'll take care of everything for \$300.

We enjoyed walking the dirt roads of Playa del Coco and seeing all the activity. We were amazed to find three dive shops in such a small town, so we figured the diving must be pretty good. We decided to dive with Deep Blue Divers, three people from the Netherlands who set up their



LAUDERDALE LOUIE

CHANGES

Marina Papagayo is about seven miles from Playas del Coco in Bahia Culebra. It's a fairly new first-class marina with excellent docks and facilities. The only negatives are that it's a long way from town and they sometimes get a bit of surge. But the facility and staff — especially Dan Eaffaldano, the manager of marina operations — are terrific. We



When Elly isn't diving she loves walking through the jungle.

ended up staying two nights, and Dan gave us a great deal on our moorage. The marina's rates are very competitive with everyone else's in Costa Rica, especially considering how nice it is. We departed Playas del Coco along with more copies of documents for the port captain — and began our journey down the coast of Costa Rica. The green on the mountain sides was so rich and soft looking that it reminded me of broccoli flowerets. Just stunning! The photos of Costa Rica for the postcards don't need to be Photoshopped. In addition, the water color is either cobalt blue or turquoise green. It shimmers as the boat glides through the water.

We were thrilled to see the green Olive Ridley turtles everywhere in the water. In fact, many of them were mating, something we hadn't seen before. This coastline is one of their nesting grounds. Their shell is quite different, as it is heart-shaped and the bump on top is easily seen in the water. This turtle is the smallest of the sea turtles, weighing in at less than 100 lbs. The Olive

Get a room! No wonder Olive Ridley turtles are the most abundant in the world, as they think nothing of going at it right out in public.

Ridley is widely regarded as the most abundant sea turtle in the world, but has experienced population loss due to egg poaching, hunting and commercial fishing.

Next month we'll report on Costa Rica's Peninsula de Nicoya.

— *elly* 10/12/11

Moondance — Tayana V-42 Carla and Doug Scott California to Nuku Hiva (Albuquerque, New Mexico)

After 15 years of planning and scheming, we finally realized our dream of sailing to French Polynesia. White sandy beaches, crystal blue waters, swaying palm trees, tropical fish — that's what we wanted to see! Yeah, it took a little longer than we'd anticipated, and we are a little older than we wanted to be, but we've learned so much along the way, have seen and done so many wonderful things, and met some really amazing people. The time has just flown by.

We left Alameda in the fall of '08 to do the Ha-Ha to Mexico. No, we weren't ready, so our boat buddies just cast off our docklines, knowing it was the only way to get us moving. And it worked.

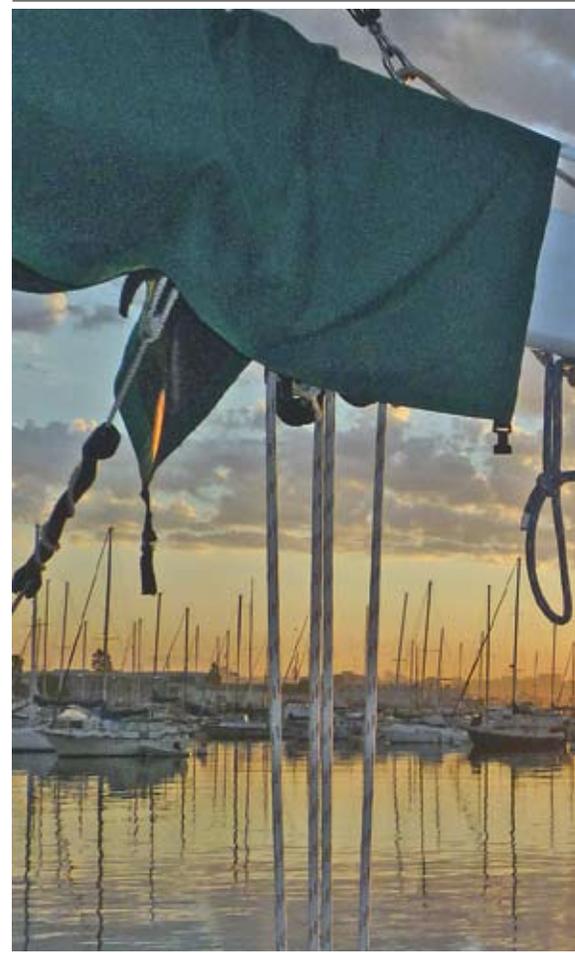
We spent 2½ years in Mexico preparing *Moondance*: generator, watermaker, wind generator, solar panels, and lots more installations and integrations. We had some fun, too, of course. We fell in love with sailing in the Sea of Cortez, Mazatlan, and the Mexican people. We still miss it all — including the cheap tacos, fresh tortilla chips and \$1 beers.

With *Moondance* ready for the '11 Pacific Puddle Jump, we applied for a six-month visa for French Polynesia. No way did we want to sail all that way and only get three months. It was a challenge to get the six-month visa, but worth it.

Brian Wudrich, our Puddle Jump crew, joined us in La Cruz, where we had spent two months provisioning, completing projects, meeting other Puddle Jumpers, and attending the seminars.

We can't say enough about La Cruz being a great place for Puddle Jumpers to gather in January through March.

All cruisers change plans. Our first was to skip the Galapagos because the rules for visiting seemed too complex and because we discovered we had to get to Tahiti within 60 days of arriving in French Polynesia.



Change two was to take off from Cabo rather than La Cruz, as we weren't getting any wind off Banderas Bay, and we thought we'd have a better point of sail from Cabo. So after motorsailing to the Cape, we set off on April 6. It turned out to be a good decision.

On our sixth day at sea, we changed plans for the third time. The wind, waves, and current just weren't cooperating, so we decided to sail directly to the Marquesas instead of stopping at the Gambier Islands.

The first week of our passage was cold, so we were happy to finally be able to shed our clothes. We were fortunate that we had a mild crossing of the Inter-Tropical Convergence Zone (ITCZ). Others weren't so lucky, and had to deal with intense squalls, thunderstorms and days of no wind.

With three of us onboard, we went with two-hour watches, which meant that we had two hours on and four hours off. The chief cook and bottle washer — me — wasn't responsible for any day watches. So we ate very well — fresh baked bread, good hearty meals, brownies and other treats. It is a little



IN LATITUDES



LATITUDE / NICK

There were two types of omen readers in Roman religion; the augurs, who interpreted the flights of birds, and the haruspices, who based their divinations on the entrails of sacrificed animals. We take omens on the upcoming cruising season from sunrises in San Diego. Looks promising, doesn't it?

challenging cooking and cleaning on a boat that is constantly in motion. Mainly it takes longer to do everything.

Except for a spinnaker halyard parting — we recovered the chute — nothing broke on the crossing and all our systems worked. Twenty-two days out of Cabo we dropped anchor in the beautiful Taiohae Bay, Nuku Hiva. We were happy to be there. We motored 30 hours during the 2,804 miles. We caught six yellowfin tuna and one — yum! — mahi mahi.

While we did have a little bit of bad weather and more uncomfortable sailing conditions than we'd expected, we also had some wonderful sailing. And the crossing was a great weight loss program. All in all, it's been a great adventure, signing up for the Puddle Jump was a terrific idea, and now we can't wait to explore French Polynesia.

— carla and doug 06/12/11

Cruise Notes:

Congratulations to Richard Clack of Alameda, who in September of this

year completed a seven-year circumnavigation with his Catana 44 **Mystic Rhythms**. His longer-term crew — meaning more than a month — during the 40,000-mile trip included Jennifer, Doris, Claudie, Anne, Elke, Kerry, Jeanet, Meadow, Erica, Wendy, Johanna and Odette. So you can tell, Richard wasn't one to discriminate against female crew. He got a lot of the crew from the *Latitude 38* Crew List, and something called *Seven Knots*. A self-described "computer type", Clack says he was at an "awkward age" to be a cruiser. "All the other cruisers were either 25 or 60. The people my age — 45 — are too young to be retired or are too busy with kids." Clack, who also owns an F-27 trimaran, has put his cat up for sale, and loves to just talk about them. If he doesn't sell the Catana, he might just take off cruising again. We'll have more on his circumnavigation in

the next issue.

The 48-ft aluminum sloop **Quantum Leap** was abandoned 600 miles from Hawaii on October 6 after her skipper, Phillip Johnson, 62, was badly injured during a passage from Washington to Hawaii. This according to Bill Finkelstein and Mary Mack, who have done two Ha-Ha's with their Santa Rosa-based Valiant 50 **Raptor Dance**, but who were aboard the cruise ship **Celebrity Century**



A satphone when offshore? A darn good idea.

when the rescue took place. The cruise ship was diverted after the sailboat's skipper had been violently thrown from one side of the salon to the other. The impact resulted in his suffering five broken vertebrae and a cracked rib. The other two crew were uninjured, but the boat had suffered serious damage, including the loss of power. It's worth noting that Johnson had a satphone aboard, which allowed him to contact the Coast Guard with not just his position, but the nature of his emergency.

"I'd like to share some thoughts on health care and money issues in Mexico," writes John 'Corby' White of the Puerto Vallarta-based Yorktown 35 **Laniack**. "With the cancer having spread to the lungs of Elaine Berger, my partner of 10 years, she is going through her second round of chemo. So we haven't been out sailing much, although hopefully that will change during the Banderas Bay Blast in late November. Elaine and I were able to get full **IMSS** — Mexican social security — **health coverage** for \$900 a year through her work. If she hadn't got it through work, the full coverage wouldn't have kicked in right away. She's

Lanie, feeling the love, at the new chemo room of the IMSS hospital in Puerto Vallarta. It's comforting to have affordable health insurance.



LANIACK

CHANGES

about to drop that coverage, however, as she'll soon be eligible to get the same full coverage for only \$250 a year. And I mean full coverage. For example, when she had to take a bus to Guadalajara to see doctors or get chemo treatment, the health insurance even paid for her bus tickets. But it's going to be much nicer now that she can get treatment at the new chemo room here at the IMSS hospital in Puerto Vallarta — although the latest round was delayed by hurricane *Jova*. All things considered, Elaine's care has been pretty good — although just as in the United States, you have to stay on top of your doctors and the medicines they prescribe. In any event, there is no way we could have afforded this kind of health care if we still lived in Aspen. Lanie would have ended up at a county hospital in Denver. Some of the rules are being changed for the IMSS coverage for Americans, but for cruisers who are going to be here a few years, we think it's still worth looking into.

"Latitude wrote about **money in Mexico** in the September 26 *Lectronic* and got it right," continues White. "Up



THE MEXICAN MINT

Thanks to the recent relative weakness of the Mexican peso, cruiser dollars are going to go much farther this year.

until a month ago, Wal-Mart would take U.S. \$50 bills and give customers change in pesos. They would also have the **best exchange rate** — better than even Lloyd's Bank — so we'd often buy

something at Wally World with a U.S. \$50 and get a lot of pesos back at a great exchange rate. But they won't let you do that anymore."

To summarize what we wrote in that *Lectronic* about Mexican money matters, we noted that **the dollar has recently taken a big jump** — up to 14% in the last couple of months — versus the peso, meaning this year's cruisers are likely to enjoy Mexico at a 10 to 15% discount. The exceptions are at places where only dollars are accepted, such as at many marinas or where customers are given a crummy rate of exchange.

Usually you can get the best exchange rate at ATMs, and if you go to one where your bank has a relationship with a Mexican bank — the Bank of America with Santander, for example — **you don't pay a transaction fee**. And depending on how little money you take out — they encourage you to take small amounts — the transaction fees can be extremely high. Remember that banks are few and far between, even in big cities. Furthermore, don't expect that you

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The Cruiser's Home in Mexico

can just walk into even a big bank and exchange large-denomination bills for pesos. Most stores won't take U.S. \$100 bills, even if you're buying close to \$100 worth of stuff, because they're trying to limit money laundering. And places like Costco even limit the amount of U.S. money they'll accept. We once tried to pay a \$350 bill with four U.S. \$100s. They made us break it up into two purchases of less than \$200 each. No matter where you go in Mexico, carry lots of small bills.

Lastly, if you're going to use your **credit card** in Mexico, inform your credit card company in advance, or your charge might be declined. In the case of Citibank, inform them 10 times so they get the message. And if you use a credit card in Mexico, monitor your account online frequently, as there is lots of credit card fraud.

"Would you be interested in an article on the first annual **Sabang International Regatta**, which was held September 15-25?" wonders Ivan Orgee of the Alameda-based Catalina 42 **Thumbs**

Up. According to the vet of both the '08 Ha-Ha and the '09 Puddle Jump, "the rally started in Phuket, Thailand, took the fleet down to Langkawi, Malaysia, and then finally over to Subang, Indonesia. Although the event takes the fleet down and then across the once pirate-ridden Malacca Strait, it's basically a bash to Wei, Aceh Province, Indonesia."

Of course we'd love a report, particularly one with some high-res photos. If we could cruise anywhere, it would be the Med. But since it's become so ungodly expensive — how about \$10/ft/night to Med-tie in Portofino, Italy? — in that part of the world, **Southeast Asia** has become our number one alternative destination. So much culture — and often for even



If you've got a 40-footer, it will only cost you \$400/night to stern tie at Portofino, Italy. And another \$500 or more for dinner for four.

less money than Mexico. As for those of you who think life has to be somber in Muslim countries, you've never been to a party at the **Royal Langkawi YC** in Malaysia. Talk about partying hearty! Pass the Jack, please.

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CHANGES

Coast hurricane ever, bypassed **Puerto Vallarta** to score a devastating direct hit on San Blas 60 miles to the north. But Puerto Vallarta, which has never been hit by a hurricane, got a double scare this October, when for a time hurricanes **Jova** and **Irwin** were projected to score direct hits on the tourist/cruiser paradise. Unlike most Eastern Pacific hurricanes, which start down near Guatemala and then pretty much parallel the coast offshore to the northwest, these two weirdos started far offshore and headed ENE for Banderas Bay and Puerto Vallarta. Days later, after sharp turns and other tricks, it looked as though the two storms were going to leave almost identical paths of destruction through the Banderas Bay region. Fortunately, **Jova**, which eventually came ashore as a Category 2 hurricane, did so about 70 miles south of Banderas Bay near the popular cruiser anchorage of **Chemela**, and while on a NNE course. This meant not only that her eye missed population centers and was soon crippled by the jungle-covered mountains, but that she actually passed to the east — meaning inland — of Puerto Vallarta. As a result,



Many of Barra's older waterfront restaurants were built on sand and without proper foundations. The results were predictable.

boats at the four marinas in Banderas Bay hardly got their anemometers turning. Other popular cruising destinations on the Gold Coast, including **Tenacatita Bay**, **Barra de Navidad**, and **Manzanillo**,

suffered much more from flooding than from wind damage. The most noticeable damage was to many of the beachfront restaurants lining Barra, most of which were built on sand and with bogus foundations. As of press time, we've been unable to make contact with the marina at Barra, but we'll bet they did fine and will be ready for the start of the cruising season. Karina Loccano, dockmaster at Las Hadas Marina, tells us they had a lot of wind and rain, but no damage at all. By the time cruisers get to the Gold Coast cruising destinations in December and January, we're confident they'll mostly be as good as new, and there will still be plenty of Barra beachfront restaurants at which to enjoy sundowners. In other words, we're not changing our plans to cruise the Gold Coast with **Profligate** in January.

On the other side of the Americas, Greg and Debbie Dorland of the Squaw Valley-based Catana 52 **Escapade** hauled out in Belfast, Maine, to escape hurricane **Irene**. Once their cat was out and **Irene** had passed, they decided to leave her on the hard for the month

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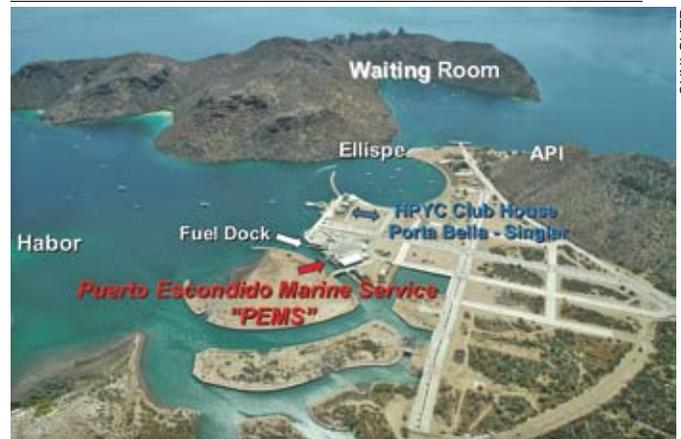
so they could enjoy a month of fall at Squaw. They've since relaunched *Escapade*, hurried down to Annapolis for the boat show, and are now back in Solomons, Maryland, where they are getting residual problems taken care of, the result of having had to replace all their lightning-damaged electronics. By the time you read this, the couple, along with Bill and Patty Meanley of San Diego, with whom they reconnected during the '08 Ha-Ha after 30 years, plan to make the passage down to St. Barth in the Caribbean. Lucky them.

Connie 'Sunlover' wants this year's class of cruisers to know what's going on in **Puerto Escondido**, which really went through the wringer last season.

"The good news is that the summer heat has abated and we've finally been able to turn off the air conditioner. With the lower temperatures, attitudes around Puerto Escondido have been improving. Contrary to what some cruisers have reported, the **Fonatur** management at Puerto Escondido has not changed any rules, but is rather enforcing the rules that had always existed, so everyone

is being treated equally. For example, those on Fonatur moorings get free use of the showers and garbage disposal, while everyone else has to pay a small fee. With everyone chipping in, maybe there will be hot showers all day rather than just a few hours a day. If cruisers and friends want to sit around and visit in the shade, they can do it in front of the Hidden Port YC. There is a fee required for the use of other Fonatur facilities.

"There are many services for mariners and non-mariners at the Fonatur facility and around Puerto Escondido," 'Sunlover' continues, "such as Porto Bello Restaurant and *Tienda*, Hardy's Marine Chandlery, Shelter Island Sailing Charters, Cast and Reel Charters, and Puerto Escondido Maritime Service. Dean of **Aye Weld** does all kinds types of boat repairs



'Sunlover's aerial photo map of Puerto Escondido, site of Loreto Fest next May. Fonatur's 150+ mooring balls are located to the left.

around the Waiting Room and Ellipse. If boatowners want someone to work on their boats in the main harbor, they must have a request letter on file in the Fonatur office. The idea is to eliminate the problem of who is allowed to work in what area, which became a major source of controversy last season. To work in Marina Seca — Fonatur's land facility — one has to rent a bay from Fonatur. Marinos y Submarinos will be missed,



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CHANGES

and we will all try to fill the void."

'Sunlover' tells *Latitude* that it's been a slow summer, and the business owners in Puerto Escondido are concerned about the effect Fonatur's recent price increases will have on the number of cruisers who will call there. "But if we can all work together and support each other, everyone wins, especially those needing our services," says Connie.

Everyone working together in Puerto Escondido — wouldn't that be a pleasant change from last season? We have to admit that we're concerned what effect Fonatur **price increases** will have on the number of boats visiting Puerto Escondido. We say this because the berthing fees were raised a few months ago at the **police dock in San Diego**. And when we visited in early October, usually a very busy time of year, their little marina was less than half-full. And the prices are slated to increase again in February.

A **boatyard in the Tuamotus**? Liz Clark of the Santa Barbara-based Cal 40 **Swell** tells us that one has opened up in Apataki called — what else — Apataki Carenage. Liz recently spent four months



COURTESY SWELL

Can you name the singlehanded female skipper doing a handstand off the end of a dock in the Tuamotus? Sure you can.

in the Tuamotus, and when she had to abruptly return to California for the funeral of Barry Schuyler, her biggest patron, the yard took great care of *Swell*. We'll have more on Liz in the Tuamotus

next month.

If anybody thinks that **lightning** isn't nasty stuff, here's the latest from Pamela Bendell of the Port Hardy, B.C.-based Kristen 46 **Precious Metal**, currently hiding out from Tropical Depression 12E 12 miles up a mangrove estuary just outside San Lorenzo, Honduras:

"Over six months have passed since *Precious Metal* was hit by lightning, and the impact has been enormous. Virtually every inch/part of my precious baby has been repaired, replaced or upgraded. Lightning has no conscience when it decides how and where to attack its victims. It's almost easier to list what on my boat didn't get affected than what did.

"That said, my six months in **Bahia del Sol, El Salvador** was an extraordinary experience. Although it's an incredibly primitive place, I can't say enough about the local people, and how safe I felt. The summer weather was surprisingly good, given that it's the rainy season. And the crews of the five to six boats in the bay provided wonderful support and companionship. I also enjoyed two

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terrific excursions inland around Guatemala, Honduras and El Salvador, and found this region to be safe, hospitable and incredibly interesting. I'm reiterating 'safe' because the media have done a disservice to these wonderful people. Anyway, we've been battling 40-50 knots of wind from 12E, plus huge rains. They tell us it should end in about a week! Oh well, October is known for both stock market volatility and huge depressions in this part of the world."

"Are you sure you can check into Mexico at **Cedros Island** without having to clear into Ensenada first?" asks Dave Dury of the Alameda-based Off-shore 66 **Paramour**. "I keep reading in *Sea* magazine and other places that you have to check in at Ensenada first. Like others, I've had issues when checking in at Ensenada, and have vowed to try to avoid it in the future. We're headed to Puerto Vallarta in mid-November, and I was hoping to stop at Cedros Village on the way. So if we could check in there, it would be great. By the way, we did the '04 and '06 Ha-Ha's with **Freedom**, our

previous powerboat, and have been to Mexico a total of six times on our two powerboats. Marina Village Harbormaster **Alan Weaver** will be doing the trip to Puerto Vallarta with us — almost right after he finishes the Ha-Ha aboard *Profligate!*"

We're positive you don't have to check into Mexico at Ensenada, because we've sailed right past it for 17 of the last 18 years, and always used Cabo as our port of entry. And so has almost every one of the more than 2,000 Ha-Ha boats over the years. Furthermore, when we cleared out of Mexico at Cedros Village in August, the port captain insisted that we encourage all cruisers to check in or clear out of the country there. Tell him that Dona de Mallorca sent you.

"We've had good experiences checking



How warm was the water when Patsy Verhoeven left Baja for San Diego aboard her Gulfstar 50 'Talion' to do the start of another Ha-Ha?

into Mexico at San Carlos in Magdalena Bay," reports Will Green of the C&C 38 **Monsoon**. "The port captain was a gentleman, and running to the bank and back was quick and easy. Great taco stands downtown, too."

If all goes as planned, the **San Carlos port captain** and Immigration officials will have come up to Bahia Santa Maria just to check in a bunch of Ha-Ha boats

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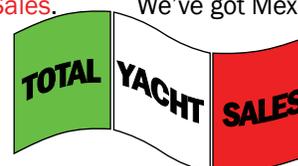
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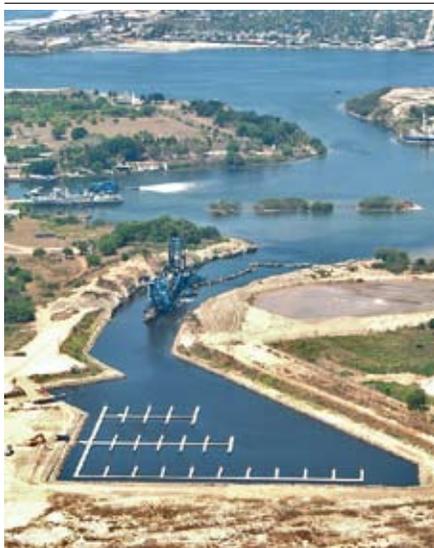
CHANGES

on November 1. We'll have a report in the next issue on how that worked out. In any event, it means that cruisers have had good luck checking in and clearing out of larger Mexican ports of entry such as Ensenada and Cabo San Lucas, but also at smaller ports of entry such as Cedros Village and San Carlos. So take your pick, remembering that you must check in at the first port of entry where you stop.

John Halley, who ran Club Nautico in Cartagena for so long, is now working at Shelter Bay Marina on the Caribbean side of the Panama Canal. Lucky Shelter Bay!

The good news out of Southern Mexico is that the new **Chiapas Marina**, with about 60 slips, is about ready to accept visitors. Formerly known as Puerto Madero, it's where cruising boats had to tie up in the dirty old commercial basin with tuna boats and such, and where officials had earned a reputation for sometimes being less than scrupulous. This is all supposed to have changed, so we'd welcome a firsthand report.

"We have been cruising the Sea of Cor-



MARINA CHIAPAS

The Chiapas Marina, as seen in the early stages of development, should now be finished, and should be a welcome addition to Mexico.

tez for the last 10 months," reports Anna Schrenk of the Chula Vista-based Allied WrightSeawind II ketch **Seawind II**. I purchased my fishing permit in Puerto Escondido from a representative of the

Mexican government. He and others had spent the day answering our questions and selling both National Park and fishing permits. I specifically asked the officials if every person on a boat needed a fishing permit, or just those who would actually be fishing. They told me only the person fishing. This was a cost savings for us, since my husband doesn't fish and I'm the fisherwoman of the family. I just thought this information might be useful to this year's cruisers."

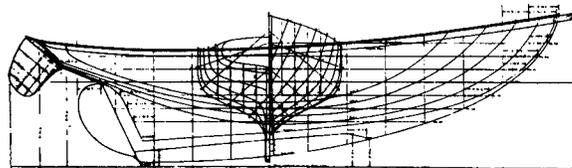
According to the Mexican government's **Conapesca** website, everybody on the boat needs a fishing license. Having been in Mexico a while, you're probably familiar with Mexican laws and regulations being interpreted in different ways by different people in different places. We wouldn't lose any sleep over it.

We've been going to Mexico for nearly 35 years, but never knew the background of the expression "**Viva Mexico!**" Thanks to the website of Ha-Ha vet and South Pacific cruiser Philo Hayward of the Mendocino-based Cal 36 *Cherokee*, and more recently of the famous Philo's

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Bar and Music Studio in La Cruz, we now know. According to Philo's website, Viva Mexico! was the shout — or *grito* — that started the Mexican Revolution on September 18, 1810. It's become famous as the **Dia del Grito** or the 'Day of the Shout'. Philo used the Dia del Grito as re-opening day of his music studio and bar, which has long been popular with cruisers in the Banderas Bay area. By the time you read this, the place should be rockin' for the season.

The Mexico Cruising Calendar:

November 17 — **The La Paz Ha-Ha Welcome Party.** The first 50 participants from the '11 Ha-Ha get in free; everyone else has to fork over *mucho pesos*. Just kidding, although there is a fee for everyone else. Details can be found in the half page ad in this issue. Take note that La Paz is very dangerous place! What we mean that so many cruisers fall so in love with it that they never leave.

November 24 — **Thanksgiving** is celebrated everywhere that American cruisers gather in Mexico, from Puerto Escondido to Zihua to Catalina 42 **Destiny** John and Gilly's place halfway in be-

tween at Punta Mita. Just keep your ears open for the gathering nearest you or start your own. If you're cruising in Mexico, you've got a lot to be thankful for.

November, Late — **The Cruz to La Cruz and Banderas Bay.**

Details — including the date of the grand opening of the pool at Marina Riviera Nayarit — to come in *'Lectronic Latitude*.

Nov 29-Dec 2 — **The Banderas Bay Blast**, including the annual opening of the **Punta Mita Yacht & Surf Club** — \$1 and paddling with carbon fiber SUP paddle required for membership — and the **Pirates for Pupils Spinnaker Run for Charity**. Punta Mita, La Cruz and Paradise Marina are all included. While



During last year's Banderas Bay Blast, 'Rotkat' battles light air and a big class at the start of the second race.

it's free for all, it's also a charity event, so make a donation in a country where a little money goes a long way.

Dec 3 — **The Vallarta YC Chili Cook-Off.** This is the club's big fundraiser of the year for worthy charities, and attracts 500 people or more. Wear a clean shirt and BYO Beano. And did we men-

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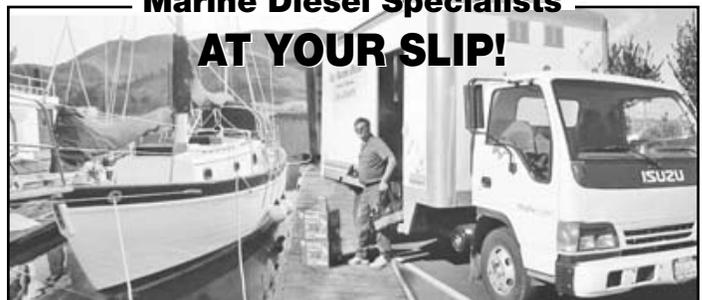
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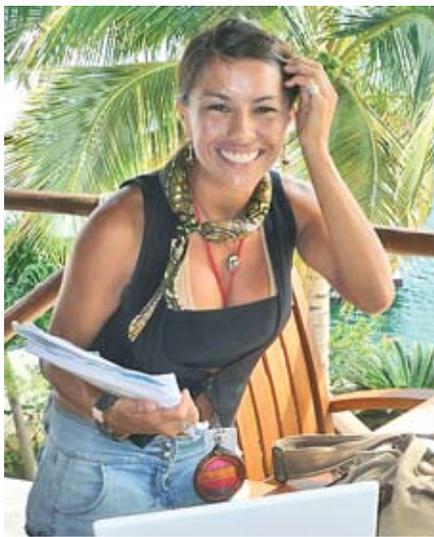
tion a little charitable giving goes a long way in Mexico?

Feb 1-Mar 27 — **Pacific Puddle Jump seminars** on a broad range of topics will be held at both **Vallarta YC** at Nuevo Vallarta's Paradise Village Resort and at **Marina Riviera Nayarit** in La Cruz

Feb 7-12 **Zihua Sail Fest**, Zihua. One of the greatest cruiser charities ever, the event relies heavily on a new group of cruiser volunteers to run it each year. Be a part of something you can be proud of and that will make you feel really good!

March, First Week — **The Pacific Puddle Jump Party** at the Vallarta YC at the Paradise Village Resort and Marina Complex, hosted by *Latitude 38* and Paradise Resort. If you're going to be a Puddle Jumper, *Latitude's* Andy Turpin will be there to take your photo, get your story, and share his insights.

March 10 — The Third Annual **Cruisers' Rally from Mexico to El Salvador**, which is becoming more popular every year. Some participants win cash prizes of hundreds of dollars, yet there is no



LATITUDE / RICHARD

The lovely and energetic Katrina Liana has a full menu of activities planned at Marina Riviera Nayarit in La Cruz.

entry fee. Curious.

March 20-24 — **20th Annual Banderas Bay Regatta**. The last two years have seen record fleets in this 'nothing serious' event for cruisers only. You're not competing with anyone; you're playing with friends on boats. So don't miss

it. Nada on the entry fee.

Early April — **Club Cruceros' La Paz Bay Fest**. It's mostly social activities — and lots of them — but there's one day of 'nothing serious' racing, too.

May 4-6 — The one and only **Loreto Fest**, the super-popular Hidden Port YC fundraiser for local charities. No matter if you're on your way up to the Sea for the summer, or if it's your last call in Mexico for the season, you don't want to miss it. Countless activities, events and seminars. Hundreds attend.

Right After The Loreto Fest — **Sea of Cortez Sailing Week**. This is a smaller, more intimate gathering for those who really love to sail. Stops and ultimate destination still to be decided.

What's to stop you from starting your own sailing event in Mexico, for example at Tenacatita Bay or Barra or Mazatlan? Nothing. Absolutely nothing. If you do, let us know, and we'll be happy to publicize it.

In any event, the cruising season is finally here, so let's get it on! Be safe, have fun, and spread the love.

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10-FT WEST MARINE AVON 310 RIB. 2001. Novato, California. \$3,495. Ten foot dinghy with Mercury 15hp 4-stroke outboard motor, with 19-gallon gas tank and trailer. Boat and motor were bought new and used by one owner. (415) 827-0588 or amb.18.80@gmail.com.

7-FT WEST MARINE ZODIAC, 2005. San Juan Bautista, CA. \$1,598. 6.7-ft West Marine Zodiac with 4hp 4-stroke Mercury engine. Excellent condition, minimal usage. Includes anchor, thwart, oars, carry bag and air pump. (831) 801-1843.

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21-FT ZODIAC HURRICANE. Rigid hull, 1995. Portland, OR. \$35,900/obo. 21'6" long. Comes with an EZ-Load trailer. Has a 4-cyl Yanmar diesel engine which powers a Hamilton Jet. This craft has been well cared for and handles great! Has 775 hours. Ready to GO. Well equipped. Call Erinn or Matt. Delivery possible. Contact (888) 891-9110 or (503) 668-5511 or jaksich@gmail.com.



18-FT HERRESHOFF AMERICA, 1972. Alameda, CA. \$3,500/obo. Norwalk-Williams manufacturer. Traditional New England gaff-catboat with trailer. A new North sail. 2011 tags. Fabulous classic design. (510) 522-5585 or (510) 219-6116.

J-24, 1978. Alameda Marina. \$4,500/obo. 2 mains, 1 jib, 1 genoa, 1 spinnaker, 1 set white sails. 5hp Nissan runs great. VHF. New bearings and paint on trailer. Ready to sail. Very fast. (209) 481-7074 or rbrettlilian@yahoo.com.



24-FT JOLLY ROGER, 1965. Monterey. \$3,750. Very attractive, full-keel fiberglass sloop with outboard (Tohatsu 5hp longshaft) and transferable slip (Breakwater Cove). Fine-sailing, well-rigged, ruggedly-built, 8' beam, 4' draft, roomy cockpit, inviting cabin, Porta-Potti, nicely equipped, a turnkey daysailer with overnight/liveaboard potential. Sails (main plus 2 jibs) older but serviceable. \$12,000 of cosmetic upgrades since 2009 including repainting aluminum spars and all exterior surfaces. Last haulout 12/2010. A true plastic classic! (831) 624-3118 or sgkallison@hotmail.com.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and PortaPotti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.



23-FT FOLSBURY San Francisco Bay; spinning wheel "trial" until November 5th. More at <http://s187.photobucket.com/albums/x84/Meyer228/Ranger%2023>.



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25 TO 28 FEET



26-FT RANGER, 1971. Berkeley Marina, CA. \$5,000/obo. Gary Mull design. Hauled and refurbished in 4/11. 4-stroke, 9.9 Honda motor, low hours, serviced in 4/11. Boat well maintained. In very good condition. Jiffy reefing, mainsail, working jib and class lapper, depth sounder, VHF and CB radios, miscellaneous accessories. Well balanced, and well suited to S.F. Bay. One-of-a-kind. Ready for immediate use. Contact harmattan8@gmail.com or (510) 334-5200.



MACGREGOR 26X, 1997. Morro Bay State Park Marina. \$14,500. For sale or trade. Price reduced!. 60hp Mercury Big Foot w/low hours and trailer. Golf, campground, restaurant across the street. Low monthly slip fee. Low transfer fee. Too much info to list. May trade for small RV. (805) 995-2640 or (805) 610-7397.

28-FT PEARSON TRITON, 1962. San Carlos, Sonora, Mexico. \$9,900. Heavily modified for offshore cruising. Go small, go now! Masthead rig with bowsprit, insulation, Westerbeke 10hp diesel, hard dodger, autopilot, radar, roller furling, solar panels, strong boat, great condition. Contact svcoconutexpress@hotmail.com or (503) 342-2065.

27-FT CATALINA, 1976. Sausalito Yacht Harbor. \$5,000/obo. Nissan 9.8, 25" long shaft outboard with electric start. Standing and running rigging replaced recently. New bottom paint this year. Mainsail and jib. Contact srshinn4@comcast.net or (415) 309-0503.

MACGREGOR 26M, 2006. San Rafael. \$27,995. Looks new, little use. 50hp Evinrude E-Tec w/20 hours. Trailer, bottom paint, roller furling mainsail and roller furling jib w/UV cover, stove, dockside power, pressure water system, cabin curtains, dual batteries, compass and more. (707) 321-1026.



25-FT FREEDOM, 1984. Alameda. \$7,500/obo. Carbon fiber mast cat boat with new Hansen square top main set up for singlehand sailing. Haul out at Svendsen's in 8/09, mast stepped, halyards and pulleys replaced. New boom and running rigging led back to cockpit (10/10), Mercury 6hp outboard, bottom cleaned regularly. No standing rigging, slip fees paid up to the end of the year. More at <http://picasaweb.google.com/104296933847478542155/Osprey?authuser=0&feat=directlink>. Contact (925) 285-0985 or (925) 289-9499 or bearb4tree@gmail.com.



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *Lizbeth*. Hull #359. One of a kind, fully loaded. Seeing is believing. Bristol, fully maintained and varnished yacht. www.lizbeth359.com. Contact Michael at miland2@ix.netcom.com or (415) 608-6919.



27-FT NOR'SEA, 1977. Ukiah, CA. \$39,800. Cutter rigged. Includes: triple axle trailer and Fatty Knees dinghy, hybrid 48-volt electric motor with Yanmar 1GM, and Saye's Rig windvane. More at www.norsea27perelandra.com. Contact (707) 468-5787 or (707) 272-9913 or danboanderson@yahoo.com.

25-FT OLSON, 1985. Berkeley. \$9,800. Built to handle strong SF Bay winds, race-ready, clean, loaded but priced like a basic O25, comfortable family boat, excellent sails for racing and daysailing, outboard, 7/2011 standing rigging with new headfoil and halyards, sailing instruction available. (510) 235-6679.



27-FT HILLYARD, 1938. Ventura. \$9,000/obo. Great opportunity to own classic English sailboat! This well maintained stout sloop is a great island boat and true example of fine material and craftsmanship. SELL OR TRADE for nice RV. More at http://yachtsoffered.com/yachtsoffered.cfm?yachts_listingid=1291767&returntype=3. Contact ketchwind@hotmail.com or (818) 235-6291.

26-FT BALBOA, 1974. Sacramento. \$5,775/obo. Price reduced. Great trailerable pocket cruiser with a legendary reputation. Safe and stable with ample speed. Excellent condition, totally refurbished. Too many items to list. Details, photos at website, www.sacycu.com. Click on "sailing program". (916) 835-1147 or sacycu@yahoo.com.

28-FT BRISTOL CHANNEL CUTTER. 1981. Annapolis, MD. \$89,900/obo. Sam Morse factory boat. Original owner. Completely equipped for cruising. New 3ym30 Yanmar 2004. SSB. Achilles. Fresh bottom 6/11. Monitor windvane. Frigoboot refrigeration. Garmin 3210 GPSMap. Profurl. Anchor windlass. Ground tackle. (702) 375-3917 or pixelscape@cox.net.

26-FT MACGREGOR 26X, 2001. Yosemite. \$21,500. Suzuki 50 4-stroke 700 hrs, water ballast, new 2-axle trailer, GPS/depth/fish, VHF radio, stereo, custom upgraded galley/interior, new toilet, gas BBQ, wash down pump, spinnaker sail, much more. Contact (209) 770-4405 or lureldarell@inreach.com.

29 TO 31 FEET



30-FT TAHITI KETCH, 1949. Sausalito. \$31,500. 1949 Tahiti ketch from NZ. Kauri planking/apitong frames/copper rivets. Shipwright owned for 7 yrs. Garmin GPS-map, radar, EPIRB, depth. Rebuilt Yanmar 3GM diesel. Dickinson Bristol diesel stove/oven/heater. Solar panel/two batteries. Email jody_boyle@yahoo.com.

30-FT CATALINA, 1983. San Diego. \$16,000. Great bargain! Price generously reduced because the mast is aesthetically in need of paint. Otherwise, boat is in great shape and is sailed almost every weekend. See our site for pics: http://web.me.com/bmw330i/bmw330i/Jacoball_for_sale.html. Contact (858) 775-3506.



30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland Michigan by Slicker Yachts, 1982, bought new 1983. 29'10" long (9.2 meters); 11-ft beam, 10,000 lb. displacement. 4-ft draft (shoal keel). 6'2" headroom. Center cockpit, aft cabin. Forward double berth, aft queen berth. Head with sit-down shower. Galley: 2-burner CNG stove with oven. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. Contact (925) 837-9408 or (510) 521-6477 or esterdotter@inbox.com.

30-FT CATALINA, 1989. Moss Landing. \$29,500. Universal diesel engine, roller furling, Duteaux rigging, davits, chainplates, pane pressure sensitive cockpit cushions. Pictures available.



30-FT CATALINA, 1984. Portland - Hayden Bay. \$25,000. Light use, properly maintained. Sailed only in fresh water on the Columbia River, it has 740 hours on the Universal 25 diesel engine. CDI roller furling 150% and 110% headsails. Asymmetrical spinnaker. Double reef points on fully battened mainsail. Edison pedestal with DS & KM plus 5" Ritchie compass, teak binnacle table, complete cover. Teak cockpit grating and stern pulpit seats. Cockpit cushions. Lewmar stainless ST winches. New 3/8" tinted fixed ports. 3 Bomar deck hatches. Many custom interior upgrades. TinyTot wood/coal stove. Extra large table, flat screen TV, etc. Send an email for link to photos and features list. (503) 704-4749 or (503) 222-1948 or howherm@msn.com.

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30-FT NEWPORT, 1979. Cabrillo Way, San Pedro. \$12,000. Clean boat, roller, lines led aft, good A4, tiller, dodger, bimini, additional cabinetry in salon makes boat much more livable, many upgrades. Email or leave message for quick reply at carlspacebellemail@gmail.com or (818) 248-9646.



30-FT TARTAN, 1976. Richmond, CA. \$6,600. Just surveyed, survey available. 1 mainsail, 1 jib. Mercury 10hp engine. We sail it regularly. Good starter boat. See it at: www.jordan.net. Call or email John with any questions. (510) 757-8800 or john@jordan.net.

30-FT NEWPORT, 1976. East SF Bay. \$20,000. Loved but underused Newport 30 with reconditioned 3-cylinder diesel. Sleeps 6+, dinette, set up for liveaboard. Standing/running rigging new 2007. Sails include spinnaker. Bruce & Danforth anchors. Xantrex battery charger. Email sailfuntr@gmail.com.



30-FT PEARSON FLYER, 1981. Alameda. \$4,995. Motivated sale. 11' beam, 5'9" draft, 6,200 lbs. Fractional rig with Tuff Luff foil, new jib, tiller autopilot, 2-burner alcohol stove, 4-year-old standing rigging and lightly used. 16:1 backstay, new boom vang, new Porta-Potti. 1984 BMW D12 engine new as of 2007, needs TLC. Bargain price for one of *Yacht Racing's* recommendations for a great Bay pocket cruiser and day sail race boat. All documentation with original manuals. No. 2 kid is on the way and the old sweetheart has to go. Contact (510) 520-2174 or kvncooney@gmail.com.

30-FT SANTANA, 1978. South Beach Harbor. \$9,300. Sale or partnership. Recent interior, good teak. Upgraded head system. Good diesel, tiller, sleeps five, alcohol stove, five sails. Pictures on Craigslist. Contact (408) 244-2544 or scruffy_toad@yahoo.com.

32 TO 35 FEET

ERICSON 35 MK II, 1977. Richmond YC. \$59,000. Bruce King design. Well maintained, excellent condition, equipped for cruising, 7 ft. headroom, sleeps 5. Detailed info and photos on website. www.ericson351977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.

35-FT GRAND BANKS (MAGELLAN). Sailing yacht, 1964. \$11,500. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom (sailing houseboat). (562) 899-0774 (eve).



34-FT ELLIOTT 1050. *Basic Instinct*, Tiburon. \$110,000. New Zealand built fast cruiser/racer (PHRF 69) with white oak interior and leather seats. North 3DL sails. Contact jtborjeson@comcast.net or (415) 380-0855.



32-FT ERICSON, 1971. Bruno's Island, Isleton. \$17,500. Not a project boat, ready to go. Classic 70's boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel 700 hours service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Photos and equipment list available. Contact (510) 207-0111 or don@dondommer.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 stay sail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.



ERICSON 35 MK II, 1978. Vallejo. \$24,900. Family owned for 30 years in top condition. Volvo 2030 diesel. New North main w/StackPack. New topside canvas, new running rigging, upgraded mainsheet traveler. New hydrolift exhaust system. New Lewmar 44 ST winches. Radar, GPS, depth, VHF. Furling jib w/100 & 135. Asym spin, storm jib, whisker pole, new upholstery, Lewmar opening ports, water heater, propane stove. This is a tiller boat great for racing and singlehanding. (530) 668-0245 or bktsorum@sbcglobal.net.



32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic Four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. Contact (813) 966-1334 or holorral@comcast.net, or 2nd email: edhomer@hotmail.com.



35-FT CHEOY LEE LION, 1962. Brickyard Cove Marina. \$49,000. Professional restoration during two-year refit. Teak hull, copper riveted. New frames and planking. Rebuilt Westerbeke. Brightwork in very good condition. New spruce mast and boom. Previous owner invested much time and resources toward bristol restoration. Master Mariner classic. In S.F. Bay since commissioned. (510) 778-0094 or taylorlortoga@yahoo.com.



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$62,800. Bluewater cruiser, ready to sail the world, full cruise equipped. More information on our website: <http://youngsun.squarespace.com/specs>. Contact (970) 259-5102 or mohrmonte@gmail.com.



35-FT 1959/2010 ALAN BUCHANAN. sloop in Corten steel, 1959. San Rafael. \$34,900/obo. Major refit 2010. Offshore ready. 27hp Isuzu, Martec Prop, Aries vane, Navco tiller pilot. New Lewmar 1000 electric windlass, 200ft chain, 35 CQR, 6-6 volt, charger, inverter, Link10, radar, lift crane, SSB, new galley, propane, micro, new bunks, new cushions, diesel head, holding, Norseman, Profurl, 5 sails, dinghy, outboard. www.tinyurl.com/buchanansloop. Contact (415) 480-4517 or shorts365@gmail.com.

CATALINA 34 MK II, 2005. Alameda, CA. \$84,900. Top notch condition w/many extras, standard rig, wing keel, Universal M35B diesel w/150 hours, hard dodger, Raymarine autopilot, GPS/chartplotter, wind, knot/depth meters, cockpit table, Bose speakers, stainless BBQ. See at: www.Catalina34.com.



33-FT CS33, 1981. Richmond Yacht Club. \$33,900. AWESOME CS33. Ray Wall design, many upgrades. New full batten main with Dutchman, Vectran/Dacron jib on Harken furler, fuel tank/system, Force 10 stove, chart plotter, VHF/wham, dodger, more. (530) 448-6167 or truckeesailor@hotmail.com.



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36 TO 39 FEET



32-FT ARIES, 1981. Berkeley. \$35,000. Sturdy F/G Gilmer design cruising sloop ready for Ha-Ha and beyond. Westerbeke 30 diesel, ProTech charger, dual batteries, VHF w/remote, Raymarine radar, Tiller pilot, Monitor vane, Newport propane cabin heater and stovetop, microwave, freezer, icebox, TV, stereo, new fuel, water and waste tanks, Bruce & Danforth anchors, chain and rode, S/L windlass, roller furling, jib, 130%, 150% and asym, aluminum spars, dodger, various spare parts, complete engine service and bottom job 8/11. Contact (415) 925-1183 or john_mann@comcast.net.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$59,900. Great coastal and offshore sloop. Ready to sail. Well equipped with several custom upgrades. All systems and equipment functional. Please email or call for photos and details. (707) 832-3734 or krs1147@aol.com.



32-FT ERICSON, 1975. Seattle. \$16,000/obo. Tall rig, great shape, new 165 headsail in 2010, roller furling, spinnaker, Westerbeke 20hp, propane stove, hot/cold water, Garmin GPS/chartplotter, radar, autopilot, tent cover, dodger, much more. MUST SELL, purchased new boat. Contact (206) 310-0533 or jerry@stagecraftindustries.com.



34-FT HUNTER, 1983. Brisbane Marina. \$22,000. Privately owned for 26 years. Very clean boat. Would make a nice liveaboard. 3-cylinder Yanmar. Price reduced, moving out of state. (707) 769-9421 or biged415@yahoo.com.



37-FT HUNTER, 1979. Stockton, CA. \$30,000. One boat owner, Yanmar diesel, new roller furling. Contact Linda. (925) 831-1999 or (925) 413-7681.



36-FT CATALINA, 1993. Berkeley. \$63,000. Excellently maintained, equipped cruiser. Radar, GPS, Autohelm. New roller furling, anchor, safety lines, stainless steel bow pulpit and stern rails. Bottom paint 2011. Three racing headsails, two spinnakers. Low engine hours. Contact kelvinaphillips@yahoo.com, (408) 476-8080 or (925) 417-7321.



39-FT CAVALIER, 1985. Alamitos Bay. \$79,000. New Zealand built, Robert Salt-house design. Nicest Cavalier on the West Coast (see the boat, you'll agree). Perkins 4-108, heavy ground tackle (Rocna). New interior, new canvas, dodger and bimini in 2009. Furuno electronics, below deck com-nav pilot. Call for details/photos. (310) 529-7509.

36-FT ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$25,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. (805) 200-6089 or traim69@hotmail.com.



39-FT YORKTOWN, 2006. Moss Landing, Ca. \$79,000. Cruise ready 5-year-old custom, center cockpit, sloop, classic beauty a must-see. Barely used, everything overdesigned, too many extras to list. Some are: 2 auto steering, 2 refrigeration, 2 kerosene room heaters, 1 diesel room heater, 2 heads, 3 anchors, 5 sails, spinnaker never hoisted, 3 props (one variable), 200 hours on 70hp diesel, spare diesel parts, 4 solar panels, wind generator, 2 alternators, amazing woodwork, upholstery, electric/plumbing, 150 gal water, 50 gal diesel, 4 parallel fuel filters. Hard dodger, sails like a dream. Detail pictures and 2007 survey. (408) 268-4573 or paul5z@comcast.net.



36-FT PEARSON, 1985. Sausalito. \$56,800. I've owned her for 15 yrs and am the second owner. Have original purchase receipt, owner's manual, sail plans, etc. Hauled and painted Oct '10 along with new cutlass bearing and new feathering prop (great upgrade should have done it sooner). Roller furling on jib and Dutchman system on main for easy sail handling. Original Yanmar diesel has only 386 hrs. A truly beautiful interior in near-new condition. Love this boat. Only reason I'm selling is I bought a classic woodie. Insurance survey in Feb '11 valued at \$70,000 and is insured for that. Great boat at a very fair price. Located at Schoonmaker Point Marina in Sausalito, she can be viewed there during daytime hours. Contact (925) 286-8738 or Bobgthomas@earthlink.net.

HANS CHRISTIAN 38T, 1981. Sea of Cortez. \$95,000. Equipped for comfort. Windlass, genset, 25gph watermaker, A/C, microwave, Sat phone, like-new tanbark sails, new standing rigging, 12v, 110v, engine driven refrigeration, custom hard dodger/bimini, davits, radar, chartplotter, autopilot, 400w solar. Original owner. wakhuna@succeed.net.



36-FT NAUTICAT, 1984. Portland, Oregon. \$75,000. Automobile accident ends my sailing days. Was planning on sailing the world. Most equipment needed is on board, new and used very little - including sailing dinghy. Sea kindly with a cutaway full keel - a blue water boat. A 50/50 boat perfect for foul weather, it can sail or motor all day. Excellent visibility from a large pilothouse. Easy to sail and has been fun for our entire family. An ideal liveaboard with 6' clearance throughout. Sleeps 4 easily and a snug 7. More at <http://sites.google.com/site/pdxcelebration>. Email pdxcelebration.kniffin@gmail.com.

HANS CHRISTIAN 38 MK II, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, windvane, autopilot, cabin heater, HF/Ham radio, hard dodger, and much, much more. See our website <http://sailsugata.com/forsale>. Email hc38@gabrito.com.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

37-FT PACIFIC SEACRAFT. Creak-o-ck design, 1980. Moss Landing, CA. \$95,000. 6'4" headroom. Cruise-ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, SSB, wind instruments, more. Very well maintained. Recent haulout. Many new upgrades. Sailboat Hall of Fame inductee. (831) 588-8502 or kspirit90@yahoo.com.

HANS CHRISTIAN 38 MK II, 1983. San Diego. \$50,000. Priced to sell. Email for full info: slowwind@mail.com.

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BENETEAU 36.7 FARR, 2003. \$115,000. 10 bags, ex-Rolex champion, fresh bottom. (707) 291-0891.



39-FT CONCORDIA YAWL, 1953. Port Townsend, Washington. \$105,000. Constructed by Abeking and Rasmussen in Germany. Well maintained, well equipped. Extensive sail inventory. Yanmar, full electronics. Ready for cruising or classic racing. Beautiful and capable. (360) 302-0547 or chrisgrace@olympus.net.

38-FT DOWNEASTER, 1979. La Paz, Mexico. \$20,000. Great boat to sail or live aboard, roomy and comfortable. Complete extensive rehab. New in 2005, rigging, thru-hulls, electronics, fittings, instruments, appliances, roller furling, head, holding tank and more. Needs TLC. (503) 839-8761 or mike1040@gmail.com.

CHEOY LEE CLIPPER, 1970. San Diego, CA. \$18,500/obo. Solid cruising ketch needs new owner and TLC. Engine runs great. Will sell to best offer and best story by December 1, 2011. For details, see website www.TheKetchMorningStar.com. Email TheKetchMorningStar@gmail.com.

40 TO 50 FEET



43-FT HANS CHRISTIAN CUTTER, 1990. Alameda. \$125,000. Priced for quick sale. Elegant, strong, stable, safe world cruiser with classic lines. Beautiful teak interior, two staterooms, large salon, nav station, 2 heads and galley. Double ender, fast Telstar keel, skeg mounted rudder. Low diesel engine hours used for coastal cruising. Owner will email further information/photos. *Mahana*. (530) 753-3463.

41-FT MORGAN CLASSIC MODEL, 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. For current photos, complete equipment list, go to: <http://sailboatvagari.blogspot.com>. Contact stanstreb@gmail.com or (520) 825-7551.



50-FT FD-12, 1981. Sea of Cortez. Un-sinkable turn-key blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. Berths for 5-6 w/2 staterooms fwd and master stateroom aft, ensuite heads and great fore/aft privacy. See website for details: www.svdaydreamer.com.



41-FT TARTAN 4100, 1996. Alameda, California. \$215,000. Beautiful blue hulled, professionally maintained performance cruiser. Micron 66 bottom, Teak interior, two staterooms, large salon, nav-station and galley. Westerbeke diesel, dodger, bimini, awning, Doyle StackPack main/jib 2008, 135% North genoa, new paint mast/boom, standing rigging/lifelines 2008, Harken furler, ST winches, hydraulic backstay, LPG stove/oven, microwave, heat/air, autopilot, knot/log/depth/wind, GPS chartplotter, windlass, dinghy/OB. Live aboard or cruise. Will consider smaller trade sail/power. (510) 501-6414 or seaotter77@aol.com.



41-FT BARNETT CUSTOM SLOOP, \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey at (510) 834-3261 or rhumphrey@sbcglobal.net, or go to website: <http://yachtsoffered.com> and search #1291703.

40-FT VALIANT, 1978. Located near Seattle. \$65,000. Sailomat self-steering, Martec 3-blade feathering prop, PSS dripless shaft, new batteries 480 AHR, Lavac head, Refleks diesel heater, new bottom paint. www.tinyurl.com/valiant40 or katakun@mac.com.



41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$119,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. Price reduced from \$139k. (415) 269-4901 or sail@voleauvent.com.



43-FT NAUTOR'S SWAN, 1986. \$184,000 Firm. *Infinity*. Ron Holland "Grand Touring" design, called the "The Ideal Two Couple Cruiser." Centerline queen berth. Volvo w/885 hrs, MaxProp, good cruising inventory, liferaft, MOM Module, heart inverter, new cushions. (415) 720-7016 or wolffjames76@yahoo.com.



41-FT LORD NELSON CUTTER, 1982. Tacoma, WA. \$155,000. Bisty and sexy, this blue water cruiser is in bristol condition. Almost every system has been upgraded/replaced. Some features include: 3210 Garmin navigational system/radar, 23" MaxProp, Lee main (2011), North genoa 134 (6 years old), Perkins Sabre 65hp diesel (820 hrs), Proline 2.0 Xantrex charger/inverter, Isotemp hot water heater. Owner will email further information/photos. Contact (253) 686-2800 or rcfreeby@qwestoffice.net.



40-FT VALIANT 40-112, 1975. Long Beach, CA. \$134,900. Cruise ready. A pre-blisther V40 with fully battened mainsail, roller furling jib and staysail, navigation computer and all you need to go cruising. Major upgrades to all systems, high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot, anchor windlass. See website for more info and pictures. www.yachtworld.com/boats/1975/Valiant--2384074/Long-Beach/CA/United-States. Contact Gary Schneider at (562) 212-3783 or captaingary1@hotmail.com.



41-FT NEWPORT 41S, 1977. Cabrillo Marina, San Pedro, CA. \$32,500. This is an offshore capable cruiser, Bay fun boat, or comfortable liveaboard. More new sails than you can wear out. Spinnakers, reachers, drifters. Perkins 4-108, new fridge, AIS/VHF radio, A/P, davits, etc. New Interior: cushions, headliner, propane system, etc. (213) 250-2893 or (213) 300-3446 or raytostado@msn.com.



40-FT O'DAY, 1986. Redwood City, CA. \$50,000. Price reduced! Great condition/great price. Very clean. New Yanmar and Webasto heater. Live aboard possibility for qualified owner. Contact (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,000 USD. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. Contact leluya123@gmail.com or (650) 241-1440.



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43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com/>. (206) 295-1024 or ntuesday1995@hotmail.com.



MORGAN 462, 1981. Vallejo Marina. \$153,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. More at <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.



47-FT CATALINA 470, 2001. Port Ludlow, WA. \$225,000. Great price, fantastic boat. 2 staterooms, 2 heads, tall rig, bow thruster, electric headsail furling, In-boom full batten main with electric winch, washer/dryer combo, Webasto heat, freezer/refree. 75hp turbo Yanmar. Autoprop. Excellent condition. (509) 981-3838 or jlandsm@comcast.net.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



FARRELL 46, 1981. San Francisco, CA. \$149,950. 1981. Nice set of one design sails, 3 mains, plenty of very good PHRF sails. New Yanmar diesel! New racing bottom. This boat is professionally maintained and has it all.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.



42-FT GOLDEN WAVE, 1981. La Paz, Mexico. \$119,000. Pretty Cheoy Lee-built Perry design. Rod rigging, roller furling, 90%, 130% jibs, gennaker, windlass, electronics, autopilot, refrigeration, solar panels, watermaker, 6 golf cart batteries, high output alternator, Balmar regulator, repaved teak decks, rebuilt Perkins, Autostream folding prop, Princess stove, repainted topsides, new Ultrasuede. Lifer-aft, dinghy, 2 outboards. (415) 383-9330 or hanspetermyrner@yahoo.com.



50-FT GULFSTAR, 1967. Spain. \$165,000. *Blue Banana* is a proven world cruising ketch, lying in the Mediterranean. It would be hard to find a finer, more fully equipped yacht for serious cruising, especially at this price. This yacht has carried us many thousands of miles around the world, through all wind and sea conditions, in total comfort and safety. Recent total refit including new engine. She's ready to go sailing now. Photos and full description at: www.bluebananacruising.com. Contact info@bluebananacruising.com or (949) 293-3315.

46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeney53@yahoo.com or (805) 459-1909.

41-FT BENETEAU OCEANIS, 1998. Panama City. \$133,000. Ready for big trip, 3 cabins, dodger, L-bag, full sun shading, stainless arch with dinghy and outboard davit, 4 solar panels, wind generator, dinghy, Mercury 15hp, ST6002, ST60. Maintained with love by owners living on board for 6 years. bisi5@hotmail.com.



47-FT BRUCE ROBERTS DESIGN. Alameda. \$15,000. Completed steel hull. 12 foot 9 inch beam. Good liveaboard. Interior and deck painted. Aft stateroom. (510) 219-5806 or dejjds@aol.com.

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TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, Vacuflush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at www.YouTube.com, search Tartan 4400, our actual boat! Contact amjohn@sbcglobal.net or (530) 318-0730.



47-FT WAUQUIEZ CENTURION. 1989. Berkeley, San Francisco Bay, CA. \$149,950. Sloop, steel rod rig, the French pride Swan, performance world cruiser, shoal keel, new (furling) genoa 50%, spinnaker and storm sail, 2010, 10'3" Zodiac, 15hp Nissan 4-stroke OB/SS adjustable lifting pulley. Perkins 60hp, low hours. Sleeps 8, full navigation and racing electronics, totally equipped, and more, ready to go. Illness forces sale. Berkeley Marina. A bargain at \$149,950. Call (510) 524-2609 for viewing or (916) 220-7027 (owner) or drmsamaan@gmail.com.

42-FT TEAK GARDEN PORPOISE. ketch, 1967. North West Coast. \$60,000. Strong, beautiful, classic construction, Hong Kong 1967. Hull deck inside teak on Ipe. Silicon-bronzed fasteners. Good condition, no rot. Full equipped for single-hand, back from Hawaii, sold complete. <http://svdiogenes.com>. (360) 758-4299 or patrickguyot@hotmail.fr.



45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. Contact jmcnish@earthlink.net or (510) 846-4178.



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38-FT LAGOON 380 CATAMARAN. 2004. Prickly Bay, Grenada. \$209,000. We've lived our dream, now it's your turn! 2004 Lagoon 380 catamaran ready for the 2012 sailing season. 4 double cabins, 2 heads. Dinghy. Check out the website. <http://lagoon380forale.weebly.com>. (831) 458-0133 or kjeldx3@aol.com.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details at <http://loonasea.gibbons.web.stanford.edu>. Contact brian.j.gibbons@gmail.com or (650) 380-3343.

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39-FT MAINSHIP TRAWLER, 1997. Santa Rosalia, BCS. \$110,000. Set up for cruising, Northern Lights gen, Sea-recovery watermaker, 17gph, U-line icemaker, freezer, 10ft Avon, 6hp Nissan, twin diesel Volvos, 360 gal fuel, 80 gal water. (615) 100-0261 or (615) 155-9460 or casatenbaja@gmail.com.

36-FT GRAND BANKS CLASSIC, 1973. SF Bay. \$42,000. Health forces sale of *Compass Rose*. Comfortable, dependable, economical, year-round cruising. Recent haul-out and survey. Lehmen 120 diesel, dual GPS/sounder, VacuFlush heads, lapstrake mahogany dinghy, many other upgrades. (650) 580-1919 or paulslavin@yahoo.com.

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43-FT DEFEVER PASSAGEMAKER. 1978. Newport Beach. \$85,000. Twin diesel, all fiberglass, recent repower 6n140 Fords low hours. 1000 fuel, 600 water. Huge aft cabin with centerline queen en suite head. Clean operational boat, great liveaboard or cruiser. No contracts, open to trade for coastal or rural improved real estate. (949) 500-6567 or (949) 677-2376 or blueskynb11@yahoo.com.

43.5-FT LABELLE TRAWLER, 1983. Sausalito. \$125,000/obo. 360 view side tie adjacent to open space. Diesels w/500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. X-large custom galley. Master has walkaround queen, tub + private guest stateroom with large bed, head. Outstanding workmanship/condition. May finance or trade. (415) 999-5626.

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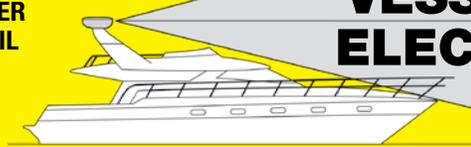
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AAA Premier Scuba 87 AB Marine..... 38 Albatross Yacht Charters..... 127 Almar Marinas..... 45 Angel Island Benefit..... 119 Antares Yachts 50 Aqua Marine 63 Bacon Sails & Marine Supplies..... 50 Baja Ha-Ha Beach Party..... 101 Baja Ha-Ha Sponsors 105, 106, 107 Barz Optics 53 Bay Island Yachts 6 Bay Marine Boatworks..... 43 Bay Marine Diesel 145 Berkeley Marina..... 49 Berkeley Marine Center 35 Beta Marine West..... 28	Blue Pelican 154 Blue Water Yacht Insurance 14 Boat Electric..... 143 Boat Yard at Grand Marina, The..... 23 BottomSiders..... 144 Brisbane Marina 55 BVI Yacht Charters..... 126 California Yacht Sales..... 159 Christy's Sports Bar 138 Chula Vista Marina 42 City Yachts..... 11 Clipper Yacht Harbor..... 89 Club Nautique 34 Cover Craft..... 55 Coyote Point Marina..... 127 Cruising Yachts 7 CYOA Yacht Charters..... 126 Davis Instruments..... 61	Department of Boating & Waterways 25 DeWitt Studio 118 Diesel Fuel Filtering 121 Dorgan Yachts 156 Downwind Marine..... 24 Doyle Sails 57 e Marine Systems 120 Easom Rigging..... 61 El Salvador Rally/Bahia del Sol..... 147 Embarcadero Cove 86 Emery Cove Yacht Harbor 47 Emeryville Marina 111 Emeryville, City of 46 Ensenada Cruiseport Village..... 141 Equipment Parts Sales..... 145 Essex Credit Corp..... 16 Farallone Yacht Sales..... 9
Flying Cloud Yachts 159 Fortman Marina..... 93 Gentry's Kona Marina 154 Gianola Canvas Products..... 158 Grand Marina 2 Hansen Rigging 81 Harbor Island West Marina 103 Helms Yacht & Ship Brokers 158 Helmut's Marine Service 110 Heritage Marine Insurance 58 Heritage Yacht Sales..... 161 Hirschfeld Yachts 28 Hogin Sails 32 Hood Sails..... 21 Hotwire Enterprises..... 120 Hydrovane..... 62	JK3 Nautical Enterprises 19, 27 KISS-SSB/Radioteck 154 Kissinger Canvas..... 60 KKMI - Brokerage..... 161 KKMI - Boatyard 164 Kona Kai Marina 104 Landing School, The 92 Lee Sails 121 List Marine Enterprises 104 Loch Lomond Marina..... 63 Makela Boatworks..... 144 Marchal Sailmakers..... 145 Marin Convention & Visitors Bureau 58 Marina Bay Yacht Harbor 41 Marina de la Paz 100 Marina El Cid 138 Marina Puesta del Sol..... 142	



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ADVERTISERS' INDEX – cont'd

Marina Village..... 33	Norpac Yachts 163	Quickline..... 54	Stem to Stern 62	Ventura Harbor Boatyard..... 140
Marine Engine Co. 146	North Beach Marine Canvas 51	Raiatea Carenage Services 139	Sterling Associates 121	Vessel Electric..... 156
Marine Lube 154	North Direct Sails..... 111	Richardson Bay Marina 88	Suncoast Yachts & Charters..... 157	W.D. Schock Corp. 59
Marine Outboard Co..... 36	North Sails 31, 60	Sail California..... 12, 13	Svendsen's Boat Works 17	weatherguy.com..... 120
Mariner's General Insurance 102	Opequimar Marine Center 140	Sail Warehouse, The 146	Swedish Marine 92	Wedlock, Ramsay & Whiting Marine Surveyors 146
Maritime Institute..... 53	Outboard Motor Shop 63	Sailing Support 121	The Multihull Company... 160	West Coast Multihulls 159
Marotta Yachts 162	Owl Harbor Marina 59	Sailrite Kits 48	The Ramp 120	West Marine..... 18, 20, 22
Mathiesen Marine 145	Oyster Cove Marina..... 82	Sal's Inflatable Services..... 86	TMM Yacht Charters 127	West Marine - Rigging..... 30
Mazatlan Marine Center/ La Paz Yachts 29	Pacific Crest Canvas..... 26	San Francisco Boat Works..... 57	Total Yacht Works..... 143	Westwind Precision Details 51
McDermott Costa Insurance 100	Pacific Rigging 88	Schoonmaker Point Marina 52	Trident Funding 4	Whale Point Marine Supply 10
McGinnis Insurance..... 61	Pacific Yacht Imports..... 8	Seashine..... 54	Twin Rivers Marine Ins. 55	White, Chris Designs 144
Michael Wiest Yachts..... 160	Paradise Village..... 37	Seatech 156	Uli Boards 146	Yachfinders/Windseekers 29
Milltech Marine, Inc..... 40	Park Presidio Marine 42	South Beach Harbor 56	Ullman Sails..... 119	
Minney's Yacht Surplus ... 144	Passage Yachts..... 5	South Beach Riggers..... 51	Ullman Sails - San Diego.. 46	
Modern Sailing School & Club 80	Pettit Paint..... 39	Southbound Solar 142	VacuWash 53	
Napa Valley Marina..... 44	Pineapple Sails 3	Spectra Watermakers 110	Vallarta Yachts 158	
New Era Yachts..... 160	Point Loma Outfitting 83	Start Line Strategies..... 119	Vallejo Marina 111	
	Quantum Pacific..... 15		Variprop USA 110	



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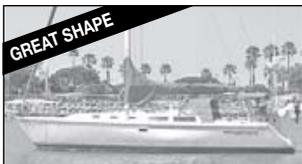
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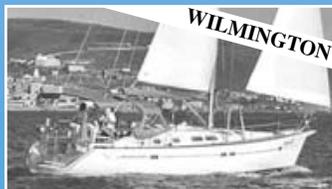
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