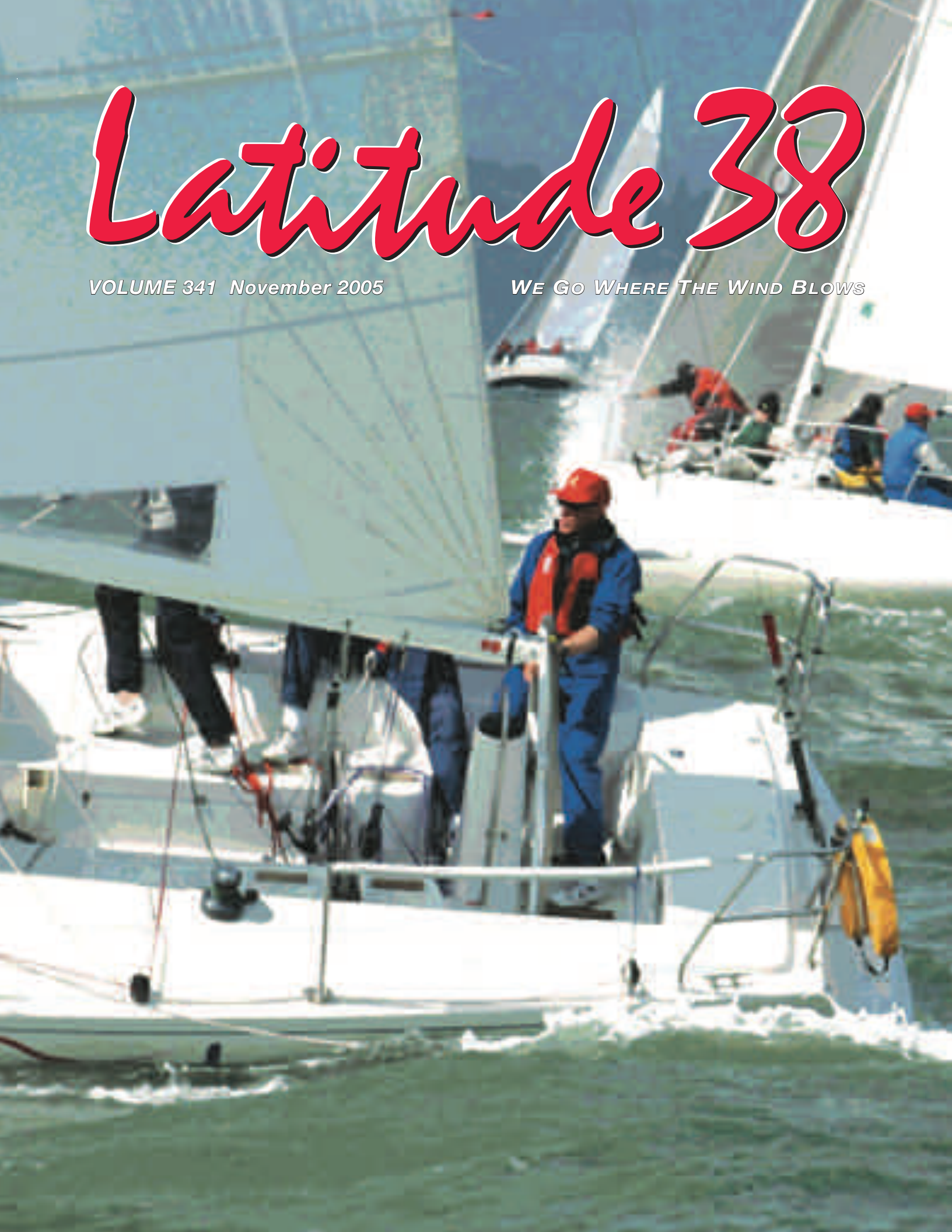


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VOLUME 341 November 2005

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Geoff and Brad Clerk call *Flotsam*, their Yankee One-Design, a “thoroughbred.” Designed in 1937 and built in 1963 by their great uncle, Alameda boat builder John Linderman, the class website says “*Flotsam* incorporated fir full-length planks, laminated oak frames, and bronze reinforcements where necessary and desirable.”

Geoff and Brad’s dad had chartered the boat in the late 60’s, and they were thrilled to be able to purchase her in January of 2004. Determined to keep the boat traditional and confident of the boat’s soundness, the Clerks made few changes.

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Cover: New tricks for old dog – action at the Masters Regatta.

Photo: *Latitude 38/JR*

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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 electronic submissions to editorial@latitude38.com, and all snail mail submissions 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.htm.

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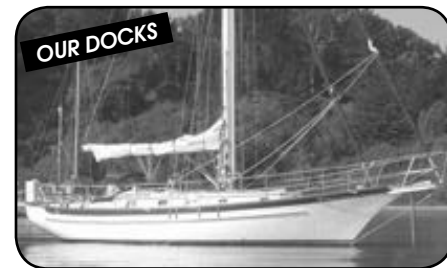
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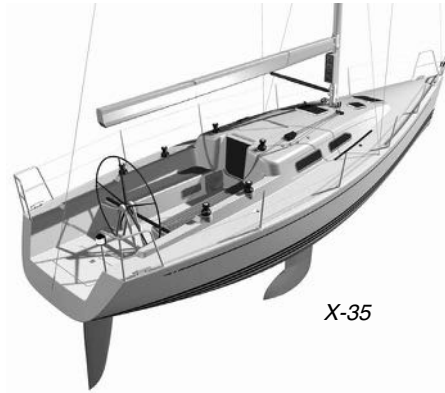
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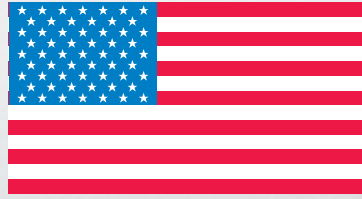
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Sunday Sunburn

THE NAME IS BOND: After a glorious christening party at KKMI last month the Swan 601 *Money Penny* is now headed to Florida for the winter where she'll race against other 601s for the very first time. The development of a one-design class such as the Swan 601 doesn't happen overnight...so too is the building of a yacht of such detail and beauty. With an active fleet now racing in Europe it's very exciting to see the Swan 601 Class now taking shape in the USA. For photos of her christening...visit www.kkmi.com.

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SOLD & HAPPY: Are you thinking of selling your boat? Have you been a past client at KKMI? If you've answered yes to the above then you owe it to yourself to call Graham Macmillan, KKMI's yacht listing manager. Over the past year KKMI's Yacht Brokerage has been very busy and they are looking to represent other owners of yachts they've serviced in the past. One reason for such success is their ability to support what KKMI sells...and vice versa. Buying a second hand yacht can be a worrisome experience, but not so when you have the backing of KKMI. They'll be there for you over the long term.

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LOOKING GOOD FOR 70: Last month the schooner *Santana* celebrated her 70th birthday with a party that by all accounts observed she has never looked better. It was a joyous event attended by past and present owners, family and friends. Also present were representatives of the original owner of *Santana*, W.L. Stewart II, with three generations of family sailors and the tradition continued with her rechristening by Sarah and Erica Kaplan. For more information and pictures of the event please visit www.thesantana.com.

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MORE THAN JUST CLASS: The New York Yacht Club has developed a new One-Design Class and the St. Francis Yacht Club has been asked to join the fleet. With 25 yachts already sold, it's been declared a winner. With plans in place for this yacht to sail in Europe, the new Swan 42 Class is destined to become an international one-design...which is very exciting. St. Francis Commodore Doug Holm is hosting a cocktail reception Thursday, November 17, 2005, at 6:00 pm, where you'll also be able to meet the Rear Commodore of the NYYC and learn about this new exciting new yacht. Contact erica@kkmi.com for more information.

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\$315,000



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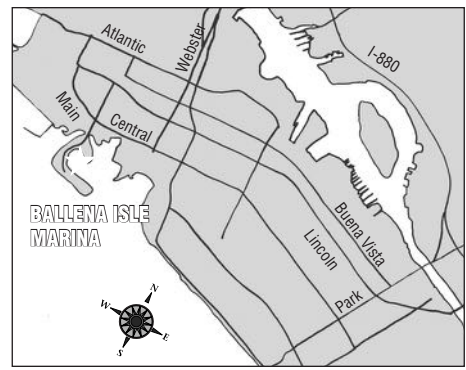
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* All trips include advanced  Certifications.

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CALENDAR

Non-Race

Nov. 5 — Marina Bay Yacht Harbor (Richmond) swap meet, starting at 9 a.m. Details, (510) 236-1013.

Nov. 8, 9, 15, 16 — "Boat Smart," a Marin Power & Sail Squadron safe boating class at Kell Center (Novato), 7-9 p.m. Course is free, but textbook is \$30. Info, (415) 559-6270.

Nov. 9 — Single Sailors Association monthly meeting at Ballena Bay YC in Alameda. Info, www.sail-ssa.org.

Nov. 11 — Downwind Marine's Cruising Fair (San Diego). Info, (619) 224-2733, or www.downwindmarine.com.

Nov. 11 — Observe Veteran's Day.

Nov. 12 — "Bay Area Anchoring," a free seminar by Chuck Von Schalscha at McGrath Pacific, 9 a.m. RSVP, (415) 331-5020.

Nov. 12 — Booksigning with David Vann, author of *A Mile Down: The True Story of a Disastrous Career at Sea*. West Marine Books & Charts (Sausalito), 10 a.m. to 1 p.m. Tamara, (415) 332-1320.

Nov. 12 — "AC/DC Electric," a day-long seminar at Nelson's Marine, \$149. Info and registration, www.nelsons-marine.com.

Nov. 12-13 — Check out the merchandise at Open Boat Weekend in Alameda at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

Nov. 12-13 — Adventures in Travel Expo, "the world's largest travel and adventure show," at Moscone Center. Details, www.adventureexpo.com.

Nov. 13 — OYRA Awards Ceremony and End of Season Celebration at Berkeley YC, 4:30 p.m. All ocean racers invited! Richard Calabrese, (415) 285-0559.

Nov. 13 — Second Annual Rally to Paradise 2005: Cabo to Puerto Vallarta, sponsored by Paradise Village Marina and the Vallarta YC. About a third of the Ha-Ha fleet is expected to "continue the adventure" on to PV. No entry fees, protests, or handicaps — just fun! Info, dmarkie@paradisevillage.com.

Nov. 15 — Full moon on a Tuesday night.

Nov. 16 — YRA Awards Ceremony at Bay View Boat Club, beginning at 6:30 p.m. All YRA winners and their crews are invited. Info, (415) 771-9500.

Nov. 19 — "Weather Forecasting in Four Hours," a free course presented by the National Oceanic and Atmospheric Administration (NOAA) and the YRA at Elkhorn YC, 10 a.m. to 2:30 p.m. A \$6 donation covers refreshments and the cost of the room. RSVP, Richard Calabrese, (415) 285-0559.

Nov. 21 — Pacific Cup YC annual general meeting at Berkeley YC, 7:30 p.m. Bob Gray, (510) 530-4162.

Nov. 24 — Give thanks on Thanksgiving.

Dec. 3 — 29th Annual Lighted Yacht Parade, presented by Encinal YC, Oakland YC, and Marina Village Yacht Harbor to benefit the Oakland Firefighter's 'Random Acts of Kindness' program and the Alameda Food Bank. EYC, (510) 522-3272.

Dec. 3 — Sail-A-Small-Boat Day at Richmond YC, 11 a.m. to 4 p.m. A free and fun opportunity to test sail more than a dozen different dinghies. Info, (510) 237-2821.

Dec. 17 — 18th Annual Boat Decorating Contest at Pillar Point, beginning at 6 p.m., with a party following at Half Moon Bay YC. Shari, (650) 726-4382, ext. 4.

Dec. 25 — 54 shopping days 'til Christmas.

Racing

Oct. 29 - Nov. 5 — 19th Dry Creek Vineyard Pro-Am Regatta at Bitter End YC, Tortola, BVI. Info, www.beyc.com.

Nov. 3-6 — Rolex Farr One Design Weekend in Miami for Farr 40s and Mumm 30s, the first event organized by the

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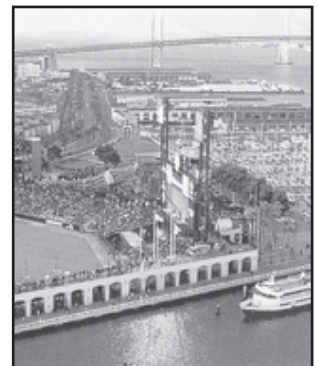
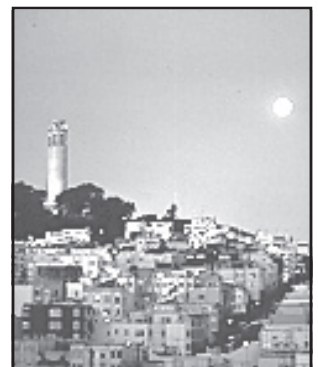
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CALENDAR

newly formed Stagg Yachts. The new regatta will double as the Mumm 30 NAs. Info, www.farr40.org and www.mumm30.org.

Nov. 5 — Jack & Jill +1 Race, a fun triplehanded race on the Estuary. IYC; Joanne, (510) 521-7442.

Nov. 5 — Volvo Ocean Race begins with an in-port race at Sanxenxo, Spain. Leg One (6,400 miles from Vigo to Cape Town) follows on Nov. 12. Follow the wet and wild action at www.volvoceanrace.org.

Nov. 15, 1985 — It was Twenty Years Ago Today, from an article titled, *Santa Cruz Sweep to Cabo*:

Santa Cruz yacht designer Bill Lee had every reason to be in great spirits after Long Beach YC's second race to Cabo San Lucas last month. For not only had the Santa Cruz 70 *Blondie* made a clean sweep, but her elapsed time of 3 days, 3 hours and 45 minutes for the 750-mile course smashed the old record by 15 hours. Making it all the better is that the former record had been established by *Saga*, one of the Nelson/Marek 68s that are the downwind rivals of the SC 70s.

Lee had even more to be cheerful about. Second in IOR-A and fleet was *Kathmandu*, another SC 70. And that's not all. Third in IOR-A and third in the 47-boat fleet was the only other SC 70 in existence, *Citius*. Left in the corrected time dust in the respective order were two Nelson/Marek 68s, a Peterson 66, *Ragtime*, *Merlin* and five MacGregor 65s.

In Mexican races and TransPacs, of course, half the bragging rights go with the order of finish. It was *Blondie*, *Citius*, the good old Spencer 62 *Ragtime*, the MacGregor 65 *Joss*, and *Kathmandu*.

For Lee, the sweep was no doubt all the more savory for the long time it had been coming. Last spring *Blondie* had been beaten in Newport Harbor YC's Cabo Race, even though some of her crew and competitors thought she may have been the fastest boat on the course. Then in this year's dicey do-we-go-north-or-south TransPac, the SC 70s were skunked by their Nelson/Marek 68 rivals. The result was that even though *Blondie* and *Kathmandu* had beaten the N/M 68s in the Big Boat Series, and that *Kathmandu* had won the early maxi sled Cal Cup, some were wondering if Lee had lost the downwind maxi magic he first staked out nine years ago with *Merlin*. After this Cabo Race it doesn't appear that way at all.

The irony of it all is that Lee wasn't even supposed to go on the race. Tom Blackaller had organized the effort from day one, with Ann Arbor's Bill Martin as charterer. Martin owns the 1983 Admiral's Cupper *Stars & Stripes*; he's also owned an SC 27 for years.

Lee and his wife Lu had only gone down to Long Beach on Friday, the day of the PHRF start, to go on *Blondie*'s practice sail and to watch the IOR start the next day. During the trial sail it became apparent the boat had a good crew, but few of them were familiar with a *Blondie*-type boat. So at 7:30 p.m. the night before the race, Bill and Lu signed on for Martin as tacticians. “Now we're down here in Cabo without clothes, money, or papers,” he joked over the phone from Cabo San Lucas.

Blondie's record-smashing crew consisted of Tom Blackaller, Bill Martin, Jack Halterman, Zan Drejes, John Beery, Buz Cox, Bill Elliot, Rodney Pimental, Barton Beek, Chuck Beek, and Lu and Bill Lee.

Nov. 15 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, (415) 563-6363.

Nov. 18-19, 1995 — Ten Years After, from a *Racing Sheet* item titled “San Francisco YC Midwinters”:



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CALENDAR

The first weekend of the San Francisco YC Midwinters, held on November 18-19, was one of frustrating extremes. On Saturday, the 37-boat fleet — slightly bigger than before due to lots of new divisions — enjoyed a 15-mile twice-around windward/leeward in a 12-knot westerly. While the big boats, especially the '99 Raters', had a fine time, the course proved too long for the smaller boats, many of whom DNFed as the wind faded. The next day, the fleet dutifully assembled again on the Hard Knox course for the 1 p.m. start — only to encounter heavy fog, no wind, and ultimately the dreaded three shotgun blasts.

"You can't control the weather," shrugged race chairman Tim Russell, who did an otherwise fine job of bringing this low-key series up a few notches. Ironically, the sharp eyes of the race committee spotted the Russell-driven J/35 *Fever* among the gaggle of premature starters in the first start — and Russell neglected to exonerate himself. "It would have been rude to win the regatta in my position anyway," joked Tim.

Shoreside, the yacht club provided a nice spread of food and free beer on Saturday afternoon. The results weren't posted until well into the evening, and when they were it was the source of much discussion. Using Jake Van Heeckeren's still-evolving ORCA (Observed Results Computer Analyzed) scoring system, the course length was bumped after the fact from 15 to 17.5 miles — effectively giving more time to little boats. "It's the fairest handicap system yet," claimed Van Heeckeren. "It uses five statistical regressions to come up with an implied course length based on elapsed times and given ratings. The longer course reflects the 3.7-knot ebb tide, which you see favors. . ."

Jake proceeded to rapidly lose us from there, but we sense he might be onto something worthwhile. Not everyone was quite as sure, but according to Van Heeckeren, only one owner was seriously bent out of shape about the new 'black box' scoring system. "People resist change," mused Jake. "Anything they can't understand, they tend to automatically reject."

Nov. 19-20 — Pre-Holiday Regatta for PHRF boats and one design classes fielding five or more entries. SFYC, (415) 789-5647.

Dec. 11-16 — 2005 Corum Melges 24 World Championship out of the Ocean Reef Club in Key Largo, FL. Local sailors heading down include Philippe Kahn (who has drafted Russell Coutts to do tactics), 16-year-old Shark Kahn (who stunned the yachting world by winning the event in 2003), Seadon Wijzen, and Jeff Littfin. Info, www.2005corumm24worlds.com.

Jan. 16-20 — 19th Acura Key West Race Week, the best regatta in the country. Info, www.premiere-racing.com.

Jan. 22-27 — U.S. Sailing's Rolex Miami Olympic Classes Regatta (OCR), a Grade 1 ISAF event featuring competition in 13 Olympic and Paralympic classes. Info, www.ussailing.org.

Jan. 28 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented. Details, www.sfbaysss.org.

Feb. 21-24 — San Diego-P.V. Race, a 1,000-mile downwind race followed by MEXORC. See www.sdyc.org for more.

June 24 — 15th Biennial SSS Singlehanded TransPac. Info, www.sfbaysss.org.

July 3-7 — 14th Biennial West Marine Pacific Cup. Mary Lovely, (415) 441-4461, or www.pacificcup.org.

Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 11/13, 12/11, 1/8,

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CALENDAR

2/12, 3/19. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Midwinters: 11/11-12, 12/10-11, 1/14-15, 2/11-12. Bobbi Tosse, bobbi@jfcbat.com.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968.

CORINTHIAN YC — Midwinters 2005: 1/21-22, 2/18-19. CYC, (415) 435-4771.

ENCINAL YC — Jack Frost Series: 11/19, 1/21, 2/18, 3/18. Tony Shaffer, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 11/5, 12/3, 1/7, 2/4, 3/4. Gary Salvo, (916) 215-4566.

LAKE MERRITT SC — Robinson Memorial Series: 12/10, 1/8, 2/11, 3/12. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/15, 1/29, 2/5, 2/19, 3/5. Ted, (510) 769-1414.

REGATTA PRO — One Design Midwinters: 11/12, 12/10, 1/14, 2/11. Info, jzarwell@regattapro.com

RICHMOND YC — Small Boat Midwinters: 12/4, 1/8, 2/5, 3/5. Kers Clausen, (510) 237-1307.

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

SAUSALITO YC — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/5. SYC, (415) 332-7400.

SOUTH BAY YRA — Midwinters: 11/12, 12/3, 1/7, 2/4, 3/4. Jim Benson, benson95033@hotmail.com.

SOUTH BEACH YC — Island Fever Midwinters: 11/12, 12/10, 1/14, 2/11, 3/11. Sherry, (650) 302-1187.

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

November Weekend Currents

date/day	slack	max	slack	max
11/05Sat		0030/3.6F	0412	0614/1.9E
	0858	1203/2.1F	1433	1822/4.8E
	2217			
11/06Sun		0125/3.4F	0510	0708/1.7E
	0953	1256/1.9F	1525	1916/4.6E
	2316			
11/12Sat		0029/3.4E	0404	0706/3.5F
	1007	1307/4.0E	1650	1947/3.4F
	2246			
11/13Sun		0126/3.2E	0451	0749/3.4F
	1044	1352/4.6E	1740	2041/3.8F
	2347			
11/19Sat		0039/3.5F	0411	0610/1.6E
	0920	1201/1.8F	1437	1811/4.3E
	2219			
11/20Sun		0129/3.2F	0503	0658/1.4E
	1014	1251/1.6F	1524	1859/4.0E
	2310			
11/24Thu		0454/2.7F	0810	1038/2.0E
	1431	1700/1.5F	1939	2235/2.8E
	2229	0536/2.6F	0846	1127/2.5E
11/25Fri		1524	2047	2330/2.6E
	0312	0614/2.6F	0920	1211/3.1E
	1610	1855/2.2F	2150	
11/27Sun		0022/2.4E	0353	0651/2.6F
	0953	1253/3.6E	1652	1944/2.7F
	2248			

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 42' J/42, '99, *Fine-a-lee** 309,000
 42' Moody, '01, *Jezebel*** Reduced 275,000
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 35' J/109, '03, hull #44, *Traveller*** 239,000
 35' J/105, '01, *Kanzeon**New Listing 133,000
 35' J/105, '00, *Nirvana*119,000
 35' J/105, '01 *Trickster**119,000
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 35' J/105, '00, *Pendragon** 127,000
 35' J/35, '93, hull #323, *Raptor*..... Reduced 64,500
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 35' J/35, '84, *Uncle Bill*** Reduced 43,000
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 30' J/30, '79, *Garuda*** 29,900
 30' J/92, '92, hull #10, *Triple Dog Dare*** Reduced 53,500
 29' J/29, '81, *Macs** 26,900
 29' J/29, '84, *Zulu** 25,000
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AND THEY'RE OFF!

As you read this, the 150-boat Baja Ha-Ha rally fleet is working it's way down the Baja peninsula toward Cabo San Lucas.

Having started at San Diego on October 31 — Halloween — they are expected to arrive at the Turtle Bay beginning November 2, at Bahia Santa Maria late on November 6, and at Cabo on the afternoon of November 10. The event will conclude with an awards party at Cabo Marina, November 12.

While en route, the Rally Committee — riding aboard *Latitude's* cat *Profligate* — hopes to send occasional event updates to *'Lectronic Latitude'*, hopefully with photos. Look for these reports at www.latitude38.com.

For general info on this, and next year's, event. . .

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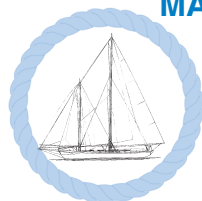
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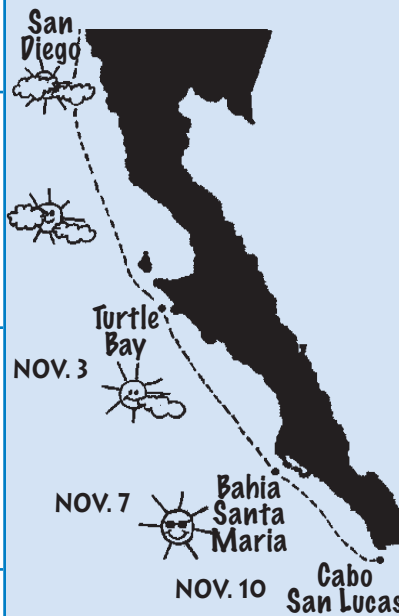


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LETTERS

↑↓WHAT'S THE DEAL IN AQUATIC PARK?

I have long — meaning the three years that I've been sailing here — been under the impression that motoring inside Aquatic Park in San Francisco is strictly forbidden. One may sail in and anchor, but in order to protect the swimmers for whom the cove is reserved, using an engine is prohibited.

I've anchored in Aquatic three times this summer, and each time boats have motored right in. On more than one occasion, they nearly mowed down a swimmer or two, in flagrant disregard for the rules.

I saw the worst incident this past Sunday, when two Catalina designs motored right in, proceeded to rev their engines to high rpms in both forward and reverse — apparently because they were having trouble maneuvering into a good position to anchor. Seizing the moral high ground, I yelled at them as forcefully as I could, but they ignored me. As we weighed anchored and sailed out of Aquatic Park, they screamed a surprisingly long and varied string of obscenities at us.

So I have several questions, some of them admittedly rhetorical. First, is it true that motoring isn't allowed in Aquatic Park? Second, if so, who, if anyone, enforces the rule? Third, is



LATITUDE / RICHARD

See the swimmer in this photo? It's almost impossible, isn't it? That's why you have to be so careful when taking a boat into Aquatic Park.

the park patrolled at all? And finally, wouldn't these particular sailors be happier in smoke-belching, heavy-metal blaring, floating lounges rather than the sailboats they bought?

John Furman
San Francisco

John — According to Bill Doll, former Harbormaster and current Curator of Small Boats at the San Francisco Maritime National Historical Park, you were in error yelling at the other skippers. As the National Park folks interpret the sign, only motorized vessels are prohibited. Since rowing and sailing vessels are capable of other means of propulsion, they are permitted — even sailboats with their engines on. In fact, Doll says it's prudent for sailors to use their motors in the cove because the strong winds and currents make for difficult maneuvering under sail alone. We have to admit, it seems like a little bit of a tortured interpretation to us, but we'll go with it. For one thing, it's easier for a swimmer to hear a sailboat with her motor on than when she's just sailing.

While it's true that people swim everywhere in Aquatic Park, even directly across the entrance, Doll says there has never been an incident between a sailboat and a swimmer — although there have been between powerboats and swimmers. Aquatic Park is apparently a popular place for sailboats to anchor for lunch. There are no moorings, but the park is hoping they might get some in a year or two. All but powerboats are permitted to anchor for 24 hours. If a longer stay is required, a request may be made to Harbormaster John Muir — he's a distant relation of you-know-who — at (415) 859-6786. Aquatic Park is not

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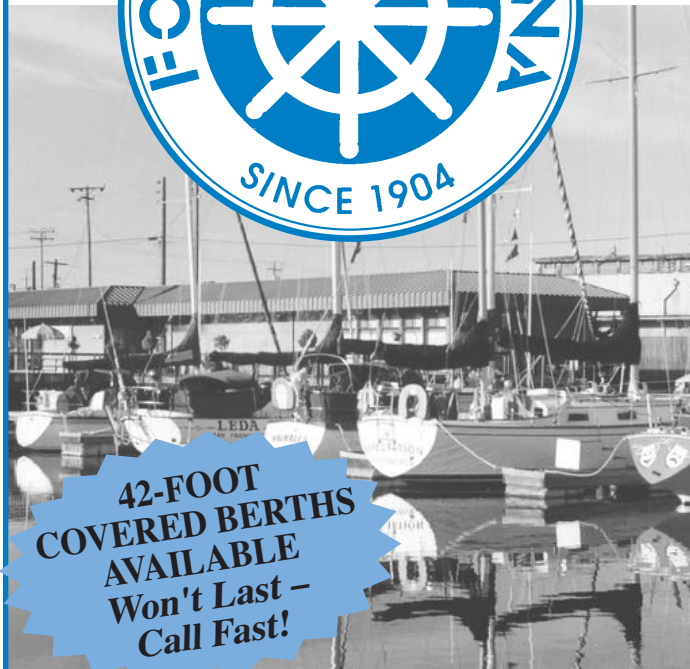
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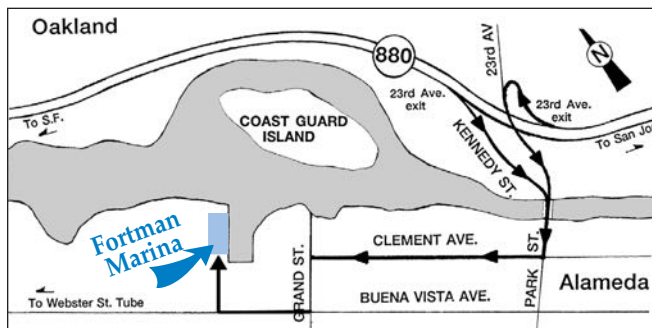
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LETTERS

patrolled on a regular basis.

We have tremendous respect for the Bay swimmers, so we encourage anyone who takes their boat into Aquatic Park to be extremely careful. If you see a swimmer, please give him/her plenty of room, for that kind of swimming is as much a meditation as it is exercise, and you don't want to ruin it for them.

↑↓ AQUATIC PARK

Latitude rocks! And I have been reading it for 25 years. This is the first time I've written in, however. My question is, when anchored at Aquatic Park on the San Francisco waterfront in front of Ghirardelli Square, where in the heck is the most appropriate place to take your dinghy and go ashore? We went ashore a few times, but never without being told we



LATITUDE / RICHARD

When anchored in Aquatic Park, there's no good and safe place to secure your dinghy ashore after 5 p.m. Prior to that you can chain it to a piling of the Hyde Street Pier.

weren't supposed to be there. It seems like such a wonderful place to go ashore and have a drink or dinner. Am I missing something?

Renee DeMar
Serena
Sausalito

Renee — It's a real problem. The aforementioned Bill Doll says there is no place to securely leave your dinghy when going ashore for dinner. You're perfectly welcome to pull your dinghy up on the sand, but you won't be permitted to chain it to any of the lightposts. We're not sure why, but they've stopped mariners who have tried it. During the day, you can leave your dinghy at the junction of the Hyde Street Pier and the sandy beach — but only until 5 p.m. After that, there's no access. So that's not much help if you want to go out for dinner.

↑↓ AN EXTRAVAGANT CRUISING LIFESTYLE ON \$3/DAY

You said that you'd love to get reports from veteran cruisers on how much it costs them to cruise in Mexico. So I'm adding my two cent's worth — although my costs will probably establish a baseline.

I cruised Mexico for one year, then spent about another 10 years cruising through Hawaii, Samoa, Fiji, Tonga, Tuvalu, Kiribati, Micronesia, the Philippines, Malaysia, Singapore, and Thailand. This was from 1984 to 1995. While in Mexico, and during the five years I spent crossing the Pacific, I averaged spending one dollar a day — this included maintaining my boat — the 26-ft cat *Peregrine* that I'd built — and all the various fees. I frequently had less than \$100 to my name while cruising.

After reaching the Philippines, I flew back to California and worked as a substitute teacher for six months. Thanks to my

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“Since then, we’ve done the ‘04 Ha-Ha and continued south all the way to Costa Rica, across and through the Hawaiian islands and back to San Francisco.

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— Ross & Jane Eichner, CS40 *Scarlett*, Winner 2004 Baja Ha-Ha Enchilada Division

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LETTERS

newly earned wealth, I was able to cruise extravagantly in Southeast Asia for five more years. By ‘extravagant’, I mean that I never cooked my own meals, drank too much, and so forth. During this five-year period, I lived on \$3/day, everything included.

In my opinion, having too much money can actually be an obstacle to cruising enjoyment. When I went cruising on a very small budget, the once gray life I’d been living in Cali-



COURTESY PEREGRINE

Glenn Tieman cruised this 26-ft homebuilt cat across the Pacific to Southeast Asia on an extreme budget over a period of 10 years.

fornia became more colorful and vivid than I ever could have imagined.

I’m just finishing construction of a new boat, a replica of an ancient Polynesian catamaran, and will start cruising again in Mexico this year.

Glenn Tieman
Formerly of *Peregrine*, 26-ft cat
Oxnard, California

Readers — Glenn is further proof that the biggest impediment to going cruising is not so much money as desire. Of course, the younger a person is, the easier it is for them to cruise on a small boat and small budget.

In the December issue we’ll be publishing an article by Tieman about his unusual cruise. By the way, he spent just \$14,000 on materials for his new 38-ft cat, which he’s set to launch and take off cruising on in the near future.

↑↓ WE CAN’T LIVE THAT CHEAPLY

I want to thank you for your informative and encouraging information in response to my letter asking how much it really costs — boat parts and maintenance not included — to cruise Mexico. We greatly appreciate the extensive information and we’ve had lots of fun showing the responses to all of our friends. And we were delighted to see the follow-up responses from other experienced cruisers.

However, I doubt if we could really live in Mexico on \$3/day — unless the country has free happy hours!

Gary Barnett
Seattle, Washington

Gary — For readers who might have missed the larger discussion, we at Latitude think the typical cruising couple in Mexico spends between \$1,000 and \$2,000/month, which affords them a very pleasant life with lots of meals out and other pleasures. As always, marina slips and lots of drinks and meals in tourist bars and restaurants can bust any cruising budget.

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LETTERS

↑↓ SHOULD WEATHER INFO BE PRIVATIZED?

I've just received a response from Senator Diane Feinstein to my letter opposing U.S. Senator Rick Santorum's (Rep.- PA) *National Weather Services Duties Act of 2005*, which would basically privatize weather information, the data for which has already been paid for by taxpayers. Her response was noncommittal. She said that she understood my concerns, but didn't say she was opposed to the legislation. That wasn't at all satisfying to me. The only useful information I got is that Senator Feinstein is not on the Commerce, Science, and Transportation Committee currently considering the bill, but that she will "keep [my] comments in mind" should the bill reach the Senate floor.

Jeff Hoffman
San Francisco

Jeff — For what it's worth, the proposed legislation didn't just come out of nowhere, but was in response to the National Weather Service last year repealing its policy against competing with private weather forecasters. According to Santorum, the NWS expanded into areas already served by the commercial weather industry, 14 companies of which are — surprise, surprise, — based in his state of Pennsylvania.

Generally speaking, the government tries not to compete with private business. And even in the marine realm, there has been a precedent of the government getting out of competition with private enterprise. If you're old enough, you'll remember that the Coast Guard used to provide mariners with AAA-type 'boatside assistance' for when mariners ran out of gas, had a dead battery, and so forth. But then private tow companies argued that it was unfair for government to interfere with their providing those services on a for-profit basis. After a brief uproar, the Coast Guard indeed stopped providing that kind of assistance, and the gap was filled by various local and national 'tow boat' organizations. It actually seems to have worked out quite well.

There are clearly cases, though, when the U.S. government has competed, and continues to compete with, private enterprise. For example, the U.S. Post Office is in direct competition with FedEx and other companies for the express mail market.

However, there is a fundamental difference between the Coast Guard getting out of the boatside assistance business and the NWS being asked not to compete with private weather services. The difference is that we taxpayers have already paid for all the expensive stuff, which is collecting and analyzing the data. The private weather companies just want to avail themselves of the taxpayer-provided information, slap their brand on it, and try to market it back to us. It would be analogous to the tow boat companies saying they wanted to be given the Coast Guard vessels and personnel, and all the funding necessary to operate that service under their brand. That obviously would have been ridiculous — which is why we believe that Santorum's proposed bill is also ridiculous, and when and if there's a vote on it, reasonable legislators like Sen. Feinstein will vote it down.

Then again, we wonder if this isn't all a tempest in a teapot. For even if the NWS couldn't compete with private weather products, we think there would be such tremendous competition that it would be offered free all over the Internet. Even right now tremendous weather products are easily available free. For example, in less than a minute we went to www.buoyweather.com, where we learned that at Cape Horn it was blowing 35 to 40 knots with 15 to 23 foot seas at 9 second intervals. It cost us nothing. And if we wanted to pay \$29/year, we could get

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LETTERS

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So while we're against Santorum's legislation in principle, and will encourage everyone to fight it, we're not going to lose any sleep over it. By the way, check out the free part of www.buoyweather.com — it's terrific fun and extremely informative.

↑↓BIG WAVES SURPRISED THE FLEET AT AVALON

For the October 14 to 16 weekend, my wife and I decided we'd like to take our boat from Corona del Mar to Avalon. We'd been to that part of Catalina many times, and were very much looking forward to another weekend at our local paradise. As always, I checked the weather, and noticed that there was a 20% chance of thunderstorms on Sunday. The forecast didn't cause me too much concern, as the winds were predicted to be light. Since both my wife and I are experienced sailors, we had no qualms about the trip and arrived at Avalon early on Friday.

It was a lovely weekend — until about 5 a.m. on Sunday, when I was awakened by the dreaded sound of strong north-east winds whistling through the rigging. Those familiar with Avalon know that these winds and the seas they create pour right into the normally sheltered anchorage, and have a long history of creating extensive damage.

We were on mooring #187 and pitching heavily in the swell. To make a long story shorter, that morning turned out to be a dreaded experience — and arguably the most stressful of my life with boats. The swells were four to six feet, close together, and accompanied by winds in the low 20s. All the boats in the harbor were hobby-horsing violently.

I tuned in to VHF 12 to hear the Avalon Harbor Department dispatcher calmly, patiently and professionally handle



LATITUDE / RICHARD

Avalon is a much different place when six-foot swells are rolling through, as opposed to a typically calm day like this.

the dozens of calls from frightened mariners. There were lots of problems, as boats were tearing loose from their moorings, tenders were drifting up on rocky shorelines, and waves crashed against the seawall next to Armstrong's restaurant, exploding two stories into the air. In addition, boats were banging into each other and equipment was being lost overboard.

Even though it was early in the morning, several Harbor Patrol boats responded to the panicked boatowners. I watched in disbelief as some of them braved the dangerous conditions to jump onto the floating dinghy docks that had torn loose from in front of the Tuna Club. I saw a female patrol officer expertly get on to one of these floating docks and help her



Nelson's flagship, VICTORY, shortly after breaking through the line of the combined fleets of France and Spain at the Battle of Trafalgar on October 21st, 1805. His remarkable and brilliant victory changed the course of history. Although outnumbered by almost two-to-one, Nelson was victorious without losing a single British ship. Unfortunately, he was mortally wounded. Legend has it that to preserve his body for the return voyage to England, it was placed in a large cask of Pusser's Rum. Since then, Pusser's has been known to the Royal Navy as *Nelson's Blood* and still is today.

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Pusser's Navy Rum is the same Admiralty rum that was issued daily on board British warships from about 1640 until July 31st, 1970 when the custom was stopped. There was a great outcry from the jack tars (sailors), and many left the navy because of it. It was Churchill who said, "It takes an endless amount of history to make even a little tradition". In spite of this, the Pusser's tradition was cast aside like a piece of flotsam and jetsam until Charles Tobias came along in 1979. He persuaded the Admiralty to give him the formula and the commercial rights to Pusser's. In return, and on his insistence, the Royal Navy Sailor's Fund – and numerous other naval charities – benefit substantially from the sales of Pusser's Rum.

Pusser's is also the father of grog. *Real grog* is Pusser's Rum, dark cane sugar, water and fresh lime juice. There was an Admiral by the name of Vernon in charge of the West Indies Station. He was much loved by his men who had named him affectionately *Old Grog* on account of the program cloak he often wore. In his days, the sailors received a pint a day of Pusser's Rum, neat, that is straight up. He was much concerned with what he called the *swinish vice of drunkenness* caused by the men drinking so much neat rum at one time. Drunkenness was common, discipline vital, and punishment brutal for the insubordination caused by the drinking. Thus, on August 20th,

1740, he ordered that the men's rum should be diluted with two parts water to one of rum, and that sugar and lime juice be added "to make it more palatable to them". The men were furious that he should have diluted their daily tot, and thus named the mixture *grog* contemptuously from the name they'd already given him. Unwittingly, Vernon had probably created the world's first cocktail: *grog!*

In the hard long days of wooden sailing ships and iron men engaged in eyeball-to-eyeball combat, a good tot of rum before battle could make a big difference. Thus it became customary to "Splice the Main Brace!" (a double rum issue) before battle, and always after victory. This crusty, old term is another piece of the Pusser's Rum tradition. The *main brace* was the largest and heaviest piece of rigging on the ship; on VICTORY, Nelson's flagship, it was 20-inches in diameter. Sometimes in battle, it was badly damaged, which could lead to a disastrous collapse of all the masts and rigging. Splicing it was the most difficult of all rigging tasks, and so to those who spliced it went a double issue of Pusser's Rum. In the last 100 years or so, to say to a friend, "Let's 'Splice the Main Brace!'" is to say, "Let's have a drink!".

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LETTERS

partner, who was in his boat, tow it away. I also watched as two other harbor patrol boats corralled a powerboat that had broken loose from her mooring. They then guided the boat, much to the relief of the distraught owner, out to open water so she could return to Dana Point. All this was happening in what I estimate were six-foot seas inside Avalon Harbor. It was a nightmare.

When there seemed to be a break in the weather at 1 p.m., my wife and I decided to make a dash for open water. I called and asked for assistance in getting our sailboat off her mooring, as I was concerned that the quartering swell would push me into a neighboring powerboat. The officer arrived and expertly and cheerfully led us into an area where I could safely motor out to open water.

I wanted to use *Latitude* as a forum to recognize the heroic efforts of all the Avalon Harbor Department officers on that Sunday.

John Richard
Jack's Place
Newport Beach

John — Avalon Harbor officials concede that October 16 was indeed a nasty day in the harbor, and that the mooring you were on was in one of the hardest hit areas. They also noted that this weather and bad swell direction had not been forecast, and therefore had caught them by surprise. But as you note, they responded quickly and skillfully.

From now through March is the most active time of year for the northeasterly Santa Ana winds that are such a threat to Avalon and the rest of the face of Catalina. Some years there aren't very many Santa Anas and/or they are weak, but other years there are lots of them and they're strong. Last year was a pretty bad one for Santa Anas, and quite a few boats and tenders were lost on the shore in Avalon Harbor and along the face of the island. The most dramatic loss occurred when the backwash of a wave poured into the cockpit of a 60-ft sportfishing boat at a mooring in Avalon Harbor. She sank at the spot almost immediately.

We have a lot of admiration for the skill and attitude of folks of the Avalon Harbor Department, as they demonstrate that a government-operated — in this case the City of Avalon — marine facility can be superbly run. In fact, it wouldn't hurt for a couple of state legislators from Hawaii to fly over and see what a well-run marine facility looks like — and maybe poach some of the Avalon staff to replace the current folks overseeing the unintentional destruction of the Ala Wai Yacht Harbor.

⚡ ELECTRICAL STORM AT CATALINA

Catalina doesn't get electrical storms in the summer — at least that's what I thought until the early morning hours of September 20, when we were aboard our *Baba 30 Always Lucky* at the A-7 mooring at Emerald Bay, just west of Two Harbors.

The evening before, my wife Linda and I had been sipping cocktails in the cockpit, enjoying the sight of lightning flashes in the distant clouds. The storm appeared to be many miles to the southeast and of no threat to us. So we retired, with our two cats, to the V-berth and didn't give the weather another thought.

My sleep was interrupted at 3 a.m. by loud thunder and a heavy downpour. The flash of nearby lightning shook me into the realization that we were in real danger. Coming up into the cockpit, I saw the flashes just beyond Indian Rock, about a mile away. It was frightening.

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LETTERS

part because it's nasty stuff, but also because we're not used to it, unless we cruise to places like Costa Rica, Nicaragua, and Panama, where wicked lightning storms are an almost daily event during the wet season. They are also common on the East Coast of the United States. In fact, our friend Morgan Wells got hit by a bolt while taking some folks around the Chesapeake. He lived.

We're not lightning dissipation experts, but it's our understanding that lightning wants to get right to the water in the shortest path possible. As such, we like attaching big battery cables from the base of the shrouds to the water — and then staying away from all metal. Your V-berth was probably the safest place you could have been.

↑↓WE'VE ENJOYED THE BANTER

I just wanted to let you know how much my husband and I enjoyed reading the banter in recent issues about sailboat names — and to thank you. He's been wanting to christen our boat *Blow Me*, but I think the idea has finally blown over.

Debbie Morelli
San Jose

Debbie — We're not prudes, but for both your sakes, we hope your husband's original choice for a boat name is indeed history. If he's really stumped, we suggest the Debbie M, which has a nice ring to it. But asking your spouse to name a boat after you doesn't always work. Melanie Craft, Larry Ellison's wife, told reporters that she suggested Larry name his new 450-ft motoryacht after her. It was a non-starter. "He shot that idea down right away," she said.

↑↓THEY MADE HIM PUT DUCT TAPE OVER THE NAME

With regard to the subject of boat names and good taste, I hope you can stand one more. As a lad back in the mid-'60s, I recall that Skip Allan — who went on to an illustrious career as a helmsman, shorthanded sailor, and cruiser — used to race a yellow 505 he'd christened *Lemon Douche*. They wouldn't let him race in the Mid-Winters at the staid Los Angeles YC unless he put duct tape over the name. I thought it was funny then, and I still do today. I think any 505 sailor would agree. Bottoms up!

Bill Huber
Northern California

↑↓SOME THOUGHT IT WAS IN POOR TASTE

There's a sailboat in Santa Barbara Harbor's Marina 2 owned by a witty linguistics instructor at UC Santa Barbara. Of course, the name on the transom had to be *Cunning Linguist*. While most people got quite a chuckle over the name, there were a few who thought it was in, uhhh, poor taste.

There's another boat named *Pisagna*, a word one won't find in any Italian dictionary. It was quite entertaining to be monitoring the VHF and hearing the vessel hailing another station, e.g., "Coast Guard Group Channel Islands, *Pisagna* . . . Channel 16".

Juan Richard Posa
Northern California

↑↓TONY WAS THERE — LITERALLY — FOR US

Over the summer we made a trip to Monterey with a few other boats from the Oakland YC. While motoring home in a light wind, our motor faltered and died about four hours north of Santa Cruz. After several attempts to restart the engine, I raised sail and headed back towards Santa Cruz, hoping to be able to find someone there to look at our engine. Sailing

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LETTERS

companions on another boat were from Santa Cruz, and suggested that I look up 'Tony', a mechanic working out of his dinghy at the harbor. They didn't know his last name or have a phone number, but assured us that "everyone knows Tony."

After sailing for about 30 minutes, I tried the motor again, and it ran well the rest of the way to Santa Cruz. Several times I was tempted to turn north and continue the trip back home, but decided not to risk the engine stopping again. On approaching the harbor, I called ahead for docking instructions and to get Tony's number. I was assigned a slip, but nobody in the harbor office knew who Tony was. However, as we motored into the harbor, a dinghy pulled alongside, and a guy with a friendly face said, "Hi, I'm Tony." He helped us dock our boat.

We told him we wanted him to check out our engine so we'd feel confident heading north the next day. He checked our engine, and ended up replacing fuel filters, as well as tightening and bleeding fuel lines. He also went through the whole process with me, making sure that I'd know how to do it, too. He was done in less than an hour, and only billed us his minimum service charge. In addition, he called us when we got home to make sure we didn't have any further problems.

We're sure glad we found him — or more accurately, he found us. His full name is Tony Munda, he monitors 16 and 9, but can also be reached at (831) 419-8112.

Larry Calfee
Top Priority, Catalina 34
Alameda

↑↓ AVOID EXCESSIVE HYPERVENTILATION

My wife and I are active coastal cruisers. We've spent three years in Mexico, and a year in Costa Rica and Panama. We cruise with a powerboat but — don't tell anyone — we'd seriously consider a sailing cat if we could afford one. We're also avid readers of *Latitude*.

I read your item about 'shallow water blackouts', which can happen when free-diving, a sport that is becoming more popular with cruisers. I'm an avid free-diver and a member of the Long Beach Neptunes, which is a group of free-divers who spear fish while breath-hold diving. We shun the use of scuba while hunting.

I've lost three friends to this insidious condition which you correctly referred to as 'shallow water blackout'. As you pointed out, it is a serious consideration for dedicated free-divers. It generally — and I would like to stress the word generally — affects accomplished free-divers who are fairly new to the sport, in good physical condition, and who have a strong competitive nature.

However, the real culprit in SWB may very well be the act of hyperventilating just prior to the dive. As most of us know, hyperventilating will extend the length of a breath-hold dive. If one can stay down longer, it's logical to conclude that one may also be diving deeper. Length of dive and depth of dive affect the onset of SWB.

A breath-hold diver's desire to breathe while underwater is not triggered by a lack of oxygen, as might be expected. The urge to take a breath is caused by a buildup of carbon dioxide. Hyperventilating does not cause your body to take on more oxygen, but rather lowers the amount of carbon dioxide that is normally present in your lungs. By lowering the level of this gas in your system, you effectively postpone your desire to breathe. While postponing the desire to breathe, your body runs out of oxygen, you pass out underwater and drown.

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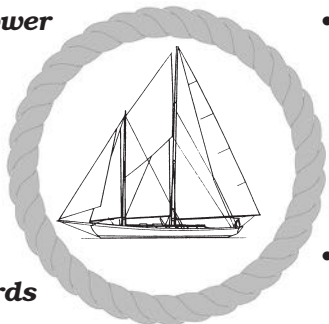
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Red sky in morning sailors take warning.

LETTERS

Unfortunately, there are no warning signs for the onset of this syndrome — nothing tells your body it's time to breathe. Some even suggest that it could be a pleasant way to die as there is no gasping for a breath of air.

When I first started free-diving, I would hyperventilate — 20 to 25 exhalations. It worked, as I could dive longer and deeper after excessive hyperventilating. Dives to 60 and 70 feet were possible, though difficult. I knew there was some risk involved, but all the good divers did it. As I got older and less inclined to take risks — maybe that's part of getting older — I realized how foolish it was to hyperventilate excessively. I now make three shallow exhalations prior to a dive. I don't dive as deep or stay down as long, but my comfort level with the sport is much greater. It's probably smarter to avoid hyperventilating completely, but a little risk in life is an acceptable trade off if it allows me to enjoy a sport that I'm passionate about.

Your advice about diving with a buddy is certainly prudent. The only diver I know of who survived SWB did so because of his alert diving companion. However, free-divers, especially those who spear fish, tend to go their separate ways, even when diving with a buddy. The only way buddy diving will work is if your buddy stays on the surface and does nothing but watch the descending diver. This practice will only work if the water visibility is greater than the depth to which you are diving. Unfortunately, spearfishing is a macho sport. The guys and gals — there are a few very accomplished gals who shoot fish — are reluctant to ask their diving companion to stand guard while they hunt.

My humble advice for cruisers who free-dive is to avoid excessive and deep hyperventilating. And, if you feel safer diving with a companion, understand that the surface safety-diver, your buddy, must keep you in visual contact during the entire dive.

Here's the good news: Casual snorkelers, such as most cruisers, generally have nothing to fear from SWB.

Keep up the good work, you do a great service to the cruising community — even us powerboaters!

Tom Blandford
Imagine Me and You
Two Harbors, Catalina Island

Tom — Thanks for sharing your expertise.

As for sailing cats, it's a shame they are so expensive, because we truly believe that they make better powerboats — more spacious, stable, economical, and fun — than 'real' powerboats. And when the conditions are right, they are so fun and easy to sail.

↑↓ CREW NEEDED IN MONTEREY

Here's my problem. I'm an avid sailor, I have years of experience, have owned four different boats, and own a tried and true, well-found boat at present. But I have no crew! I've taught quite a few people how to sail, some at their request and some by invitation, but all have either moved, retired, changed hobbies or died. I berthed my boat at Sierra Point in Brisbane for the last eight years, but when I moved down to Monterey — I finally got a slip — I lost more crew. I know you run the Crew List every spring, but can't wait until it comes out. Can you get the word out?

Anybody out there care to sail Monterey Bay? Guys, gals, couples — it doesn't matter, I just want to go sailing and want some company. Email me at dorrfly@sbcglobal.net or call Don at (831) 663-0208 or 596-2903.

P.S. I've been a fan of your great mag since about the time it started, and would like to be one of the many people to say



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LETTERS

congrats on your success. Back then did you ever imagine that it would turn out like this?

Don Fleischer
Cal 36, *Whispering Si*
Monterey

Don — Normally we'd have shuttled your request off to the Classy Classifieds, but since you're down in Monterey, we're going to make an exception just this one time.

When we started *Latitude* in 1977, we determined that we'd never be able to sell more than 14 pages of ads, and that the magazine would never be more than 48 pages. Obviously, we didn't have any idea what we were doing, but we did have — and still do have — a lot of passion. We owe our success to an informed and intelligent readership, and a terrific, hard-working staff.

↑↓ **I DESPERATELY NEED TO CHANGE THAT NUMBER**

Help! I'm on the Crew List — and very happy with the results. But my phone number changed, and I desperately want to change the number that is shown online on your website. I'm getting hits on my email address and they are paying off, but I realize that I am not getting the phone calls and why.

Please, please change the phone number. Here is my info:

Men To Crew On A Cruising Boat, *dave.berke@ sbc-global.net*, David Berke, 40, (408) 406-7872, exp 3/wants 1,2,3,4,5,8/offers 1,2,3,4,7,8 (dive master, private pilot). My new cell number is: 408-458-6044.

Here's an idea of how the Crew List has worked for me over the years. My first hit got me aboard the N/M 56 *Learjet* for the '01 Ha-Ha, which was great. I'm currently aboard the F/P 56 cat *Dolce Vita*, which I sail on the Bay and will be taking south to Mexico this month. Mai, the owner, got my name from the Crew List. By the time this issue hits the streets, I will have flown to Rome to board the Bruce Roberts 58 *Amor Fati*. The San Diego owners got my name from the Crew List, flew to San Jose to meet me, shook hands, and away we go. I plan to sail from Rome to San Diego via the Panama Canal.

Dave Berke
San Jose

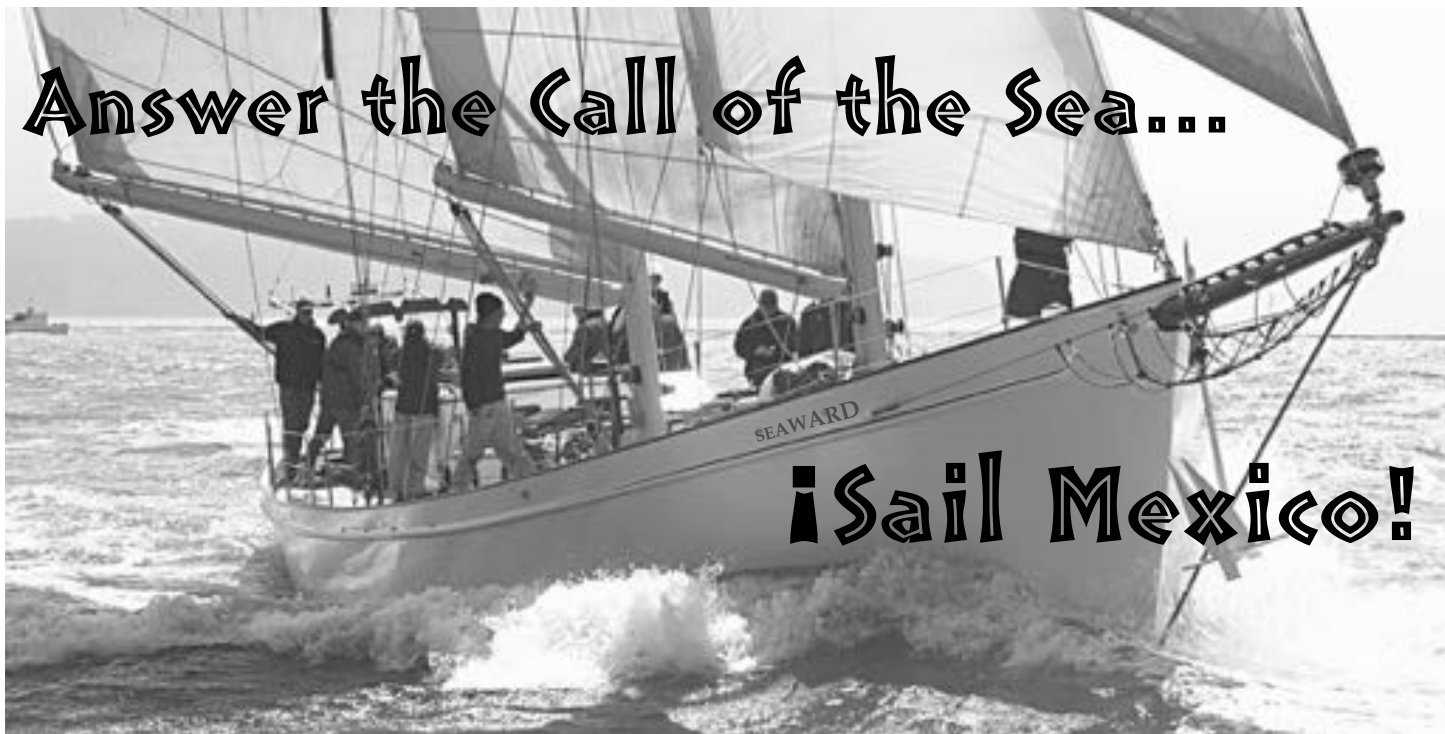
Dave — All right, but as with the previous letter, just this one time only.

↑↓ **OUR SHELTY GOT AROUND . . . THE WORLD**

In response to the letter from Andrew Hartman, who was wondering if he should take his sheltie cruising with him, we think the answer is 'yes'.

Our family of five, with our sheltie Hogan, departed San Diego in 1997 on a circumnavigation which we completed in 2001. Hogan was a wonderful addition to the crew as the security chief, watch companion and ice breaker for the crew of *Windflower!* I'm not sure, but he may just be the first sheltie to have circumnavigated on a private sailboat. True, we didn't go to New Zealand due to restrictions, and never planned to stop off in Hawaii anyway, but overall, he never caused us to feel as if we missed out on a single thing. During our cruise, we never stayed at a marina and only Med-moored a couple of times.

Being a family boat, we pretty much had someone on the boat all the time. We did take a couple of inland trips in Mexico and Greece, but easily found helpful locals to watch after him and the boat while we travelled a bit. Hogan was a 'boat dog' from two years on, and stayed on the boat full time even in



Do you have an adventurous spirit? Have you ever wanted to see first-hand the rich marine life described by John Steinbeck in *The Log From the Sea of Cortéz*? Do you relish the idea of a hands-on experience of sailing with fellow shipmates along the rugged California coastline as Richard Henry Dana did in *Two Years before the Mast*?

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LETTERS

San Diego. He got plenty of exercise running up and down the decks — and spinning circles, herding all the dinghies going by to get a good look at the nutcase on *Windflower*. He understood that the front deck was his 'backyard', learned to hold it in bad weather just like the rest of us, and wore his safety harness whenever he went forward at sea. We could have taken him off the boat in most places, but we didn't want him to contract foreign bugs and so forth. Besides, he was a fish out of water on land.

After arriving back in San Diego, he passed away doing what he loved best — being with his people. After careful consideration, and since the kids are all grown up, we added a new member to our crew. Yep, a sheltie named Salty. He'll be seeing you out there as we plan to escape again in 2007.

Caryn, Gary and Salty Burger
Windflower
San Diego

↑↓ CRUISING IS LIKE STARTING A RELATIONSHIP OVER

With the start of a new cruising season, we aboard *Pizzaz* — who have been out for quite a few years now — would like to share some thoughts on relationships. Cruisers spend lots of time preparing their boats, but many don't prepare for what sometimes is the darker side of cruising — the stress cruising can put on relationships. We don't care how long you've been married, when you live together 24/7 in a relatively small space, the changes are huge. It's almost like starting a new relationship, as there are so many new things that you'll learn about each other.

We think relationships are like bank accounts, and that you've got to start making deposits so when there is the inevitable withdrawal, the relationship won't be bankrupted. To our way of thinking, the key to happiness afloat is simple: having a strong relationship by constantly making deposits and limiting withdrawals.

You make deposits by building your spouse or partner's confidence, spending special time together alone and ashore, remembering cards and gifts for birthdays and anniversaries, taking romantic walks on the beach, saying "I love you," encouraging visits home, and so forth. Withdrawals would be anything that scares or causes stress for a spouse — usually the woman. These would include yelling, criticism, fighting, rough passages, wet dinghy rides or landings, dragging anchor at night, having too many guests over, a dinghy that isn't reliable, and so forth.

As such, if you've had big withdrawals — such as a rough passage followed by a dinghy dump in the surf — you have to remember to slow down and make some huge deposits. So many of the withdrawals are weather-related that we recommend trying to become an expert on the weather. Your relationship is worth it! Other withdrawals can be rectified by just spending some real money. Get a bigger anchor so you won't drag. In fact, get the *really* big one! Get a good dinghy that keeps you both dry in most conditions, and have it powered by a reliable outboard that's easy for her to start.

In a lot of instances, men can help reduce their spouse or partner's stress and fear by getting them involved in everything. Knowledge and experience build confidence and pride. For example, Lourae always steers our boat in tight quarters, such as at the fuel dock or in marinas, because she can back up like an expert. She's an expert because she practiced by backing up every time we weighed anchor.

Cruising is all about potential for couples. The potential to destroy a relationship, or the potential to develop a closer and more loving relationship than ever. It should be a priority,

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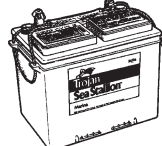


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LETTERS

and with a little bit of effort, every couple can do it.

Lourae & Randy Kenoffel
Pizazz, Beneteau 500
San Francisco / Caribbean

Lourae — We think it's hard to generalize when it comes to cruising relationships — except to say that if one person is miserable, the relationship and the cruising aren't going to be so hot. So we agree that at the start of a first cruise, couples need to be particularly supportive of each other. And if anything, the man should be particularly aware of this, because going cruising was probably his dream.

Because of the importance of couples getting along, we asked Aphrodite, the goddess of love who was born from sea foam, to share her Seven Suggestions For Sailors Who Don't Want To End Up Single:

1) The smaller the boat, the better the man needs to treat the woman. She's not looking for prestige, but personal space.

2) Every woman must have some private space on the boat that is hers alone. Be generous with it — perhaps an entire quarter berth. And then keep your dirty underwear and greasy tools out of that area.

3) Keep it clean. The only thing women hate more than a dirty boat is a filthy head.

4) Keep yourself clean. Women also appreciate a clean and well-groomed partner.

5) The woman gets to choose how much she wants to participate in the operation and maintenance of the boat. Don't whine if she declines in those areas, because 'singlehanded' isn't that bad if it still includes companionship and sex.

6) The woman gets to opt out of any passage she wishes, for whatever reason she wishes. If she'd rather fly home to spend time with family and friends while you sail the boat from Mexico to the Marquesas, support her wish.

7) Women like to be taken out to dinner, visit the salon, occasionally stay in a hotel, and feel like they can fly home whenever they feel the need to hang with the kids, family, and friends. The money for these things is very well spent, so budget for it.

↑↓ DON'T CRUISE SOUTH WITHOUT WIFI!

You absolutely have to tell all the cruisers to get their WiFi going before cruising south to Mexico. Here's why: Right now I'm sitting in front of a computer store in San Carlos, Mexico, surfing the web and emailing on my little Dell PDA.

That's not all. Last night I talked to my sailing pal Anh for 40 minutes using this same PDA and VOIP. We have the Skype system on the home computer and also on the PDA, so we talked all that time for absolutely nothing, free, gratis, nada, zip! It doesn't get any cheaper than that.

If whoever you're calling back home doesn't have Skype, you can call their phone — but that costs you 20 cents a minute, albeit anywhere in the world. All you need is access to WiFi.

P.S. No, I don't have any stock in Skype (www.skype.com).

Jeannette Heulin
Con Te Partiro, Bristol 32
Emeryville

Readers — We got a similar message several months ago from Leif Vastrom of the San Francisco-based Beneteau 51 Solar Planet — who, by the way, checked in to say he couldn't wait to get back aboard his boat in Puerto Vallarta.

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Photo courtesy of Karl Swartz, Thora's previous owner.



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LETTERS

↑↓ THE STATE'S REFUSAL TO SUPPORT THE ALA WAI

In the September issue, you mentioned that there are 200 slips in ruins at Oahu's Keehi State Marina alone. According to a marine surveyor who has worked here on the island for 30 years, there are currently more than 800 State of Hawaii-owned and administered slips that are "unusable."

Unusable? Hell, a huge number of them haven't even existed for years — as you can see from the accompanying photo. Imagine how much revenue those slips — along with all the other slips that are currently rented at only \$3.50 per foot — would have generated and would currently be generating if they had been properly maintained and rented at the market rate of \$10/foot. It boggles the mind.

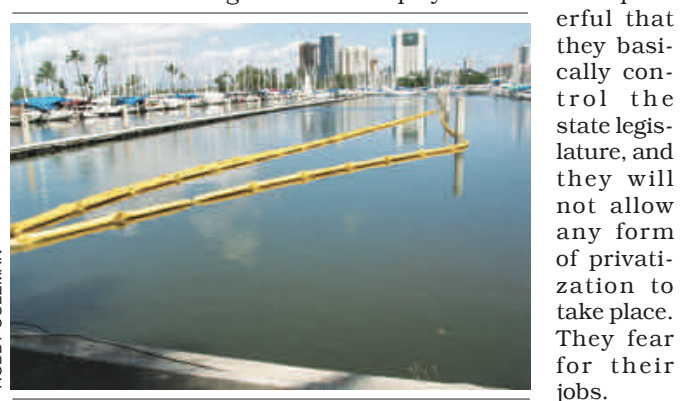
You also wondered what the real problem is with state-administered slips over here. It's always money and politics — which, of course, are inseparable. Who benefits by keeping the state harbor system in its deplorable condition, and who would 'suffer' under privatization? Among the biggest beneficiaries are the liveaboards and slip renters — including wealthy ones with political clout — who pay far below market rents and, of course, don't want to lose their incredible deal.

The operators of private marinas benefit because dilapidated state marinas insure that their expensive marinas stay full.

Also benefitting are all the government employees who administer the dirty, dilapidated harbors, as they are guaranteed high-paying jobs and generous government benefits for life.

And let's not forget the politicians who are kept in office by campaign contributions from special interest groups that benefit from this broken system. These legislators have no reason to buck the status quo, and indeed would 'suffer' the most under some form of privatization.

Yesterday I spoke with a state senator who, in his words, has been "working on the problem for six years." He explained that the State of Hawaii government employees' union is so powerful that they basically control the state legislature, and they will not allow any form of privatization to take place. They fear for their jobs.



The slips at the Ala Wai Yacht Harbor go for 60% below market rate — the few slips that are left, that is.

According to the senator, the only solution is to elect legislators who cannot be coerced, intimidated, frightened or bought — the last is my word — by the state employees' union. Know any? Now accepting applications. Until then, what used to be the hub of the Pacific for mariners of all sorts will sadly just be an armpit.

Robby Coleman
 Kapolei, Hawaii

Readers — Here's what Ray Pendleton, the boating columnist for the Honolulu Star-Bulletin, wrote about the situation on October 9:

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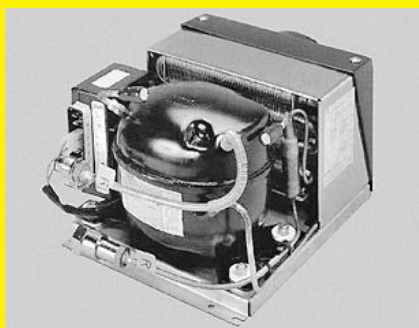
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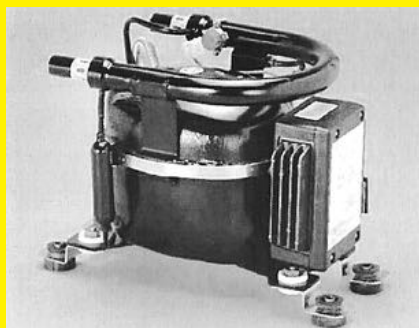
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LETTERS

"... according to [Hawaii's] Division of Boating and Ocean Recreation's administrator Richard Rice, the state has authorized funding of capital improvement projects of \$1 million for Kahului, \$1.8 million for Keehi Lagoon, \$2.7 million for Kawaihae and \$700,000 for Waianae. Whereas the Ala Wai Harbor, which has been described as DOBOR's "cash cow" for its contributions to the Boating Special Fund, continues to deteriorate at an alarming rate with no reconstruction funding in sight. Could partisan pork barrel politics have anything to do with the harbor's lack of funding? After all, Sen. Gordon Trimble (R, Downtown-Waikiki) and Rep. Galen Fox (R, Waikiki, Ala Moana), who represent the district, are both in the legislature's minority party. I'd like to think not, but how else to logically explain our state's seemingly irrational refusal to maintain a marina in the heart of the most populated real estate in Hawaii? The Ala Wai should be as much of a first-class facility — as well as a world-class destination — as the hotels in the adjacent Waikiki Beach."

↑↓SOME GOVERNMENT MARINAS DO A FINE JOB

I'm an employee of a city-run harbor, and would like to respond to Paul Kaplan's letter in the September issue that marinas would be better served if they were operated by the private sector. It should be noted that many marinas operated by county and city governments do a fine job. A visit to Brisbane, Santa Cruz Harbor, South Beach Harbor in San Francisco, or those run by San Mateo County would provide good examples.

Certainly government operations can be run well or poorly — 9/11 versus New Orleans — and certainly they encounter problems that privately run operations would not. San Francisco Marina has problems not because the staff ignore problems — quite the contrary — but because they continually run up against politically well-connected neighbors, boatowners and tenants who are against development and fee increases. Privately run marinas can just as easily slip into disrepair. In fact, there's evidence of this if one looks around.

The problem is not always the government, as many free market advocates would argue.

Larry White
Northern California

Larry — Based on our travels by boat, we agree that many government-operated marinas are well run. Generally speaking, they don't seem to be quite as efficiently run as private marinas, but generally the rates are lower for comparable facilities.

But some government marinas really are very poorly run — the most glaring example of which, of course, is the broken-down Ala Wai Yacht Harbor in Honolulu. Of all the prominent marinas in the world, it's the most pathetic. While we don't think the Ala Wai has ever had really inspired staff, the main source of their problems is the state legislature and the government agency that controls the harbors. Citizens of Hawaii should be furious with their state legislators, not only because they are failing mariners, but because they are failing taxpayers by starving what should be a cash cow for the state.

↑↓"DOESN'T GET AWAY FROM THE DOCK TOO OFTEN"

I'm tempted to think that Bobby Rohrer's 'Doesn't get away from the dock too often' letter, referring to Sig Baardsen, and the publishing of it, are a joke. After all, the Baardsen's recently completed a 13-year circumnavigation aboard their Offshore 40 yawl *Mary T*. By the way, Sig said the trip was "too short!" I won't go into details about their voyage, but suffice

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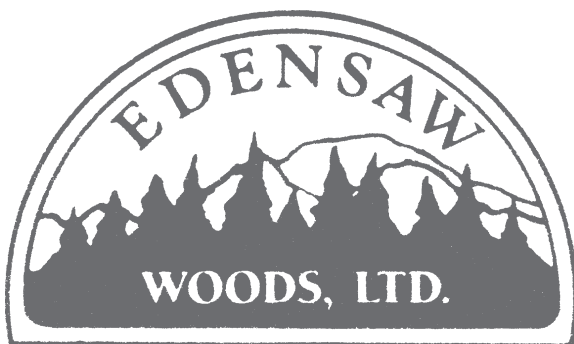
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LETTERS

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Pete Kantor
Offshore 40, Tsaritsa
Ensenada, Mexico

Readers — To refresh everyone's memory, a few months ago, Baardsen wrote a letter critical of the Ha-Ha, in which he said, "The consensus here [in La Paz] doubts that the U.S. West Coast 'graduates' a class of 150 competent new skippers each year, yet the Baja Ha-Ha brings 150 neophytes down each year. It is commendable that you want to introduce so many people to cruising. On the other hand, it's courting disaster. Having met some of the late arrivals here, I have to agree with the negative opinion others have of the event."

To which Rohrer responded: "As a member of the Ha-Ha Class of '04, I find Sigmund Baardsen's negative comments about that event to be all wet. What an education I got from the Ha-Ha — followed by the Run to Paradise to Banderas Bay, Philo's for Thanksgiving, Rick's in Zihua for Christmas, the Banderas Bay Regatta, and then putting two boats on the hard at Marina Seca! What experience and knowledge I gained. I also love La Paz — but won't be influenced by someone who doesn't get away from the dock too often."

Obviously Baardsen had gotten away from the dock plenty of times — something that can't be said for most of the so-called sailing 'experts' in La Paz. However, as the following letter indicates, Baardsen had a change of heart about the Ha-Ha.

↑↓ **SEEING MORE CLEARLY AWAY FROM LA PAZ**

I stand corrected regarding my negative comments on the Baja Ha-Ha. I just met Lori Warner, the skipper and owner of *Wild Rose*. Lori and her crew were well served by the Baja Ha-Ha. While at sea, one of her crewmembers was stricken with a life-threatening health emergency. His life was saved by an air-ambulance evacuation from Turtle Bay, arranged with the help of the Baja Ha-Ha — and *Profligate* in particular.

Lori set me straight — in no uncertain terms — that:

1) The Baja Ha-Ha is not responsible for all of, or even part of, the twits sailing in Baja California. On the contrary, the Baja Ha-Ha makes a great effort to prepare people for the trip and further cruising.

2) My letter to *Latitude* was insulting to you, your staff, and friends.

3) I had antagonized hundreds of people who enjoyed a good experience in the Baja Ha-Ha.

4) I completely obscured my point that the Baja California coast can be hazardous and requires more thorough preparation than is sometimes seen.

I am away from La Paz at Puerto de Illusion, and see things more clearly now. Please accept my apology.

Sigmund Baardsen
Mary T, Offshore 40
Baja California

Sigmund — Apology accepted, with no hard feelings whatsoever. Lord knows that we've said and written enough things that we would like to take back.

To recount that rescue, Phil Hendrix, crewmember aboard Wild Rose, was coughing up blood and was quite ill during the second half of the first leg to Turtle Bay. When the Grand Poobah received the news, he put out a call for a doctor, several hands, and a boat to rush north to help. Doctors Roy Verdery and George Rab of the just-arrived Pearson 36 Jelly Bean, agreed to help, as did Profligate crewman Roberto Sutherland. Dave Lenartz quickly volunteered the use of his Maxum 4600

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LETTERS

motoryacht, Megabyte, one of the few powerboats in the event. They immediately charged north, had a rendezvous, and in the darkness managed to transfer the very ill Hendrix to the powerboat. He was then rushed to the tiny clinic at Turtle Bay, where Dr. Jesus Moreno managed to stabilize him and gave



LATITUDE / ANDY

him medication. Hendrix seemed to make a remarkable recovery — until the drugs wore off. With Hendrix in very bad shape again the next morning, Banjo Andy, the Assistant Poobah, spent the day arranging to get Hendrix flown out on a stretcher with his passport strapped to his chest. Hendrix did make it out of Mexico and survived — although his doctor says his offshore sailing days are done. It was a great Ha-Ha team effort,

involving members of crews from about six boats.

Speaking as the Grand Poobah of the Ha-Ha, the only thing that offends us a little is when somebody who hasn't done the event criticizes it. While we certainly understand that the Ha-Ha may not be for everyone, we know for sure it's brought much happiness — and quite a bit of cruising education — to thousands of sailors. From the bottom of our heart, we believe it's the best possible first step for prudent and prepared first-time cruisers.

We hope to cross paths with you in Mexico this season, Sig, as we'd love to hear about your long circumnavigation.

↑↓ SAILING PSYCHOLOGY 101

In a recent *Lectronic*, you indicated surprise when a woman told you she didn't want to do the Ha-Ha because she was worried about excessive drinking. And then later that evening you saw her smashed.

It's a basic principle of human nature that people are most worried about other people committing the offenses they feel — possibly subconsciously — they will commit. The most common example is a cheating spouse accusing their own spouse of cheating. Likewise, pickpockets are careful not to get their pockets picked, and parents who got into one form of trouble or another as youngsters worry most about their own children experiencing the same pitfalls.

Sure, she was worried about some drunk hitting her boat — because she was really worried that she'd get drunk and be the one who drove into someone else's boat.

Eric Artman
Northern California

↑↓ GALILEE HARBOR

In the August issue *Sightings*, under the heading *Galilee Harbor Celebration*, there was a reference to the origin of the name being "lost in the mists of time." I hate to think that describes me, but I can relate at least some of the history.

When the heyday of commercial sailing vessels came to an end sometime in the '20s, many of the old wooden boats were

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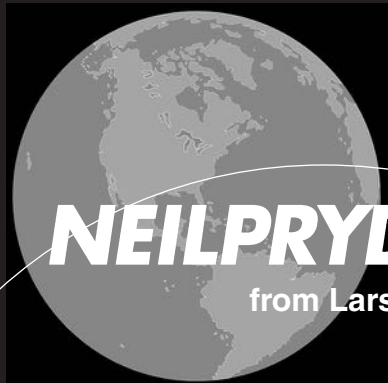
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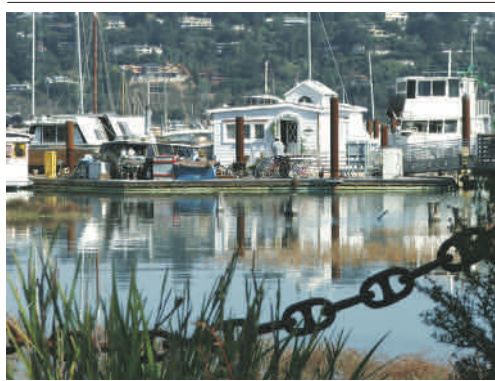
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LETTERS

laid up in Bay Area backwaters and left to rot. Some were burned to salvage the metal in them. The Alameda Estuary, Benicia and Richardson Bay were the final resting places of many fine old vessels that had outlived their usefulness. The *Galilee* was one of those vessels.

She was a freight-carrying sailing ship. My memory tells me that at one time she held a record for making the fastest passage from the West Coast to Tahiti with a cargo of lumber. I believe that record was never beaten by a commercial vessel under sail. When her useful life was over, she was grounded, stern to, opposite the foot of Napa Street in Sausalito. As a young man, I remember that her transom was prominently visible to everyone who drove by on Bridgeway. People lived aboard her, as was evidenced by the flower pots on her stern. As years went by, she gradually became more decrepit.

At some point her history became of interest to, I'm guessing, the San Francisco Maritime Museum, under the direction of Karl Kortum. This was before the museum was turned over to the National Park Service. About 18 feet of her stern was salvaged and removed to Fort Mason, where it can be seen propped



LATITUDE / RICHARD

Galilee Harbor is named after a freight-carrying sailing ship that was grounded at the foot of Napa Street.

up against a retaining wall in the lower area near the piers. From her scantlings, it is obvious that she was a fairly large vessel, possibly on the order of the *C.A. Thayer*.

In fact, she could possibly have been one of the coastal lumber schooners. That could explain the cargo she was carrying to Tahiti.

By the time I first saw her, her rig was already gone. This was many years ago, so indeed, many of the details have probably been lost "in the mists of time."

Remo Patri
The 'Old Sailor From Sonoma'

↑↓WHAT STYLE OF CRUISING DO YOU PREFER?

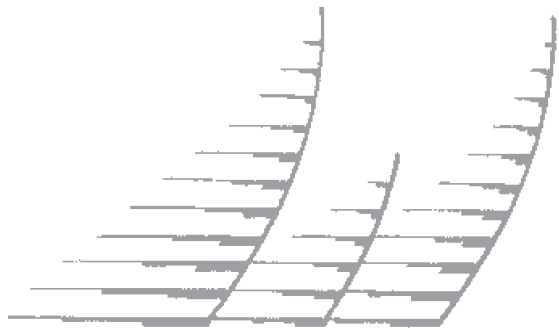
In the October 14 *'Lectronic*, you queried readers as to whether they would prefer to cruise in 'primitive' areas or more 'First World' areas. It would be difficult for Jane and me to pick one over the other as the absolute. Each has its attractions and both have a downside.

One of the many wonderful things about cruising is that the choice of one style of cruising doesn't necessarily preclude the other. In that regard, Mexico comes to mind. You want a vibrant big city with art, music, theater, upscale restaurants, and all the rest? Puerto Vallarta and Mazatlan have it all. You want remote, quiet anchorages in a pristine paradise? Beautiful V-Cove on Isla Carmen in the Sea of Cortez is waiting and almost empty.

Furthermore, the opposite kinds of cruising experiences don't have to be that far apart in Mexico. For example, we frequented a perfectly protected little anchorage that we had all to ourselves for weeks, in a setting without any visible sign of development. Yet it was just a short distance from a major

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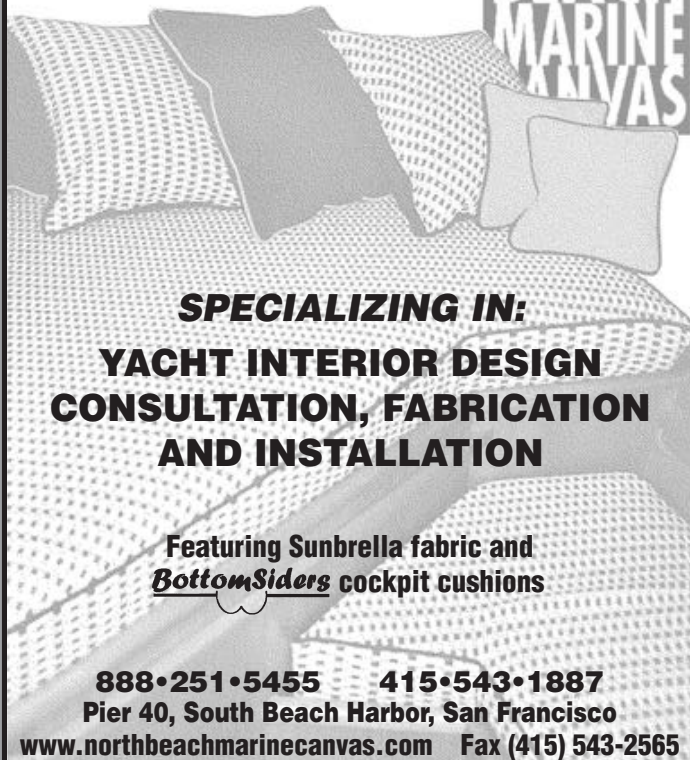
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LETTERS

Mexican city that is one of the most popular cruiser stops on the mainland. Oddly enough, the anchorage is rarely visited by other cruisers because they are busy headed somewhere else.

When Jane and I headed south in August of '01 aboard our Morgan 38, we had visions of idyllic South Sea islands on our horizon, but Mexico so seduced us that we never continued on. Going farther south would have taken us to brown water, bad food, and a constant battle against mildew. The South Pacific route to simplicity takes you a very long way from those complexities that alternately plague and ease one's life.

As for the Caribbean, it offers extraordinary beauty, a bazillion charter boats, and way too many cruise ships. The Med? Well, just take a lot of money. The transportation in that part of the world might be inexpensive, but the last time I was on the Cote d'Azur, a cup of coffee was seven bucks.

Perhaps the best idea is to pick the style of cruising that suits you best, and make it your focus. With all the money saved living a primitive cruising life in Vanuatu and Fiji, one could always fly somewhere for a quick fix of crowds and culture. If, on the other hand, one prefers the advantages of urban life and their budget will support it, then perhaps it might be sufficient to allow an occasional charter getaway to 'paradise'.

Now where did I leave that lottery ticket?

Jimmie Zinn
Dry Martini, Morgan 38
Pt. Richmond

Jimmie — It really isn't an 'either or' proposition, is it? Not with Ensenada Grande so close to La Paz, Yelapa so close to Puerto Vallarta, the Perlas Islands so close to Panama City, the San Blas Islands so close to Cartagena, and Ile Fourchue so close to St. Martin.

For what it's worth, First World cruising doesn't have to be



JEAN VALJEAN

Being anchored at the Calanques doesn't mean you can't dine in London or Paris that evening.

that expensive — not even in the Med. You might remember that two years ago Mark Harker took his Manhattan Beach-based Hunter 466 Wanderlust around the western Med, and reportedly lived happily on only \$500 to \$700 a month. That's not bad at all, particularly since you could have somebody watch your boat on the hook in the Calanques near Marseilles, take the afternoon TGV to Paris — just 3 hours and 15 minutes — for dinner, and still be back on the boat that night. And with the



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By the way, after years of extremely expensive domestic flights in Mexico because of the near monopolies by Mexicana and Aero Mexico, it has been reported that as many as five low-cost carriers will be flying domestic routes in Mexico within the next year or so. These might make for some great inexpensive cruiser trips inland — not to mention home to the States via Tijuana.

↑↓ I ALWAYS LOOK FORWARD TO THE NEXT BIG CITY

In the October 14 *Lectronic*, the editor posed an interesting question — What stirs your imagination the most, the thought of cruising in primitive areas, or cruising in the first world or urban areas where there are many examples of human achievement?'

I've had a taste of both styles of cruising and, like the editor of *Lectronic*, always look forward to the big cities — particularly coastal cities which, for centuries, have welcomed seafarers. After crewing on deliveries to Tokyo, Manila and New England, I started hitchhiking full time starting in '96 from Darwin. I loved looking in on remote islands in the Banda Sea and all through Indonesia. There were great people living simple lives. But what a thrill it was to sail into Jakarta, and then into Singapore! My favorite was Cochin, India, the 'Queen of the Arabian Sea', followed by Aden and Yemen. And although it's not on the coast, a short train ride to Cairo topped the long list of stops in the Red Sea.

After finally buying my own boat — a C&C 34 — in Cyprus, my favorite stop in the Med was Barcelona. I kept the boat there for four years, cruising the western Med, but always returning to that great city. When heading out across the Atlantic, I was frustrated that I had to pass up Casablanca, but it had no safe port facilities.

I found the Windwards to be like a bad trip to Disneyland, so I was thrilled to get to Venezuela. From the coast, it's just a short bus ride to Caracas, which is fabulous. My boat is currently in Cartagena, Colombia, and I can't wait to get back to her in February. I think I'll do some cruising around the western Caribbean, but I'll probably find myself right back in Cartagena, the most enchanting city I've found so far.

I haven't done the South Pacific, so who knows, maybe I'm saving the best for last. But I guess I'm with the editor of *Lectronic*, I like to get away, but I'm always looking forward to the next big city — and the older the better.

Fred Reynolds
Sarah, C&C 34
San Francisco

Fred — Interesting response. By the way, if you've got photos and a good memory, we'd love to have a Changes article — even if it was somewhat dated — on Cochin. It's our understanding that cruising India is almost impossible because of the suffocating bureaucracy.

For what it's worth, boats do stop at Casablanca. Alameda's Jim Drake, who was running Big O for us at the time, pulled in there to escape a gale on his way to the Canaries and the



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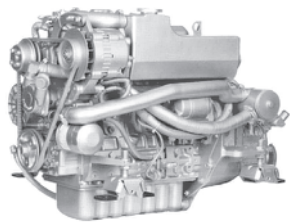
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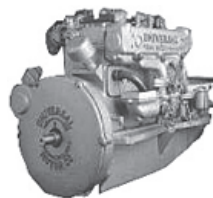


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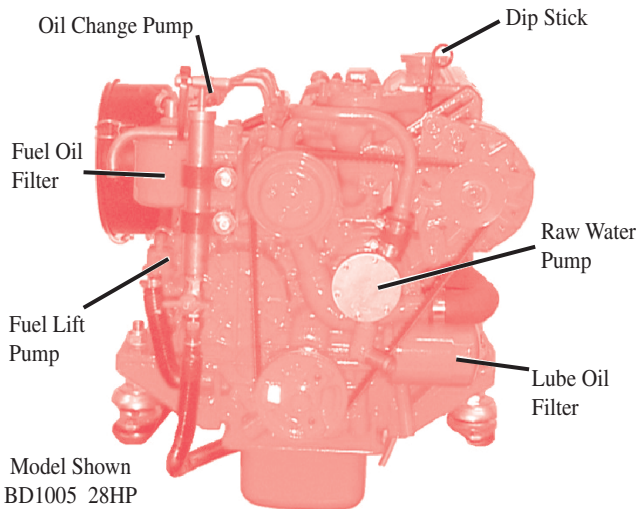
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LETTERS

start of the ARC. And we've subsequently had other reports of boats that called there. At last word, Casablanca wasn't exactly set up to welcome yachts, but they were stopping. And no, it doesn't look anything like the movie.

↑↓ WHY DIDN'T THEY JUST RIDE IT OUT?

I can't quite get an answer to why Blair and Marian Thomson — as reported in the October 5 *Electronic Latitude* — reluctantly abandoned their Vancouver-based 40-ft sloop *DragonSpirit* due to extreme weather conditions off Eureka. She wasn't sinking at the time, and was reportedly afloat days later when they were offering a reward to anyone who found her.

Okay, let's assume that the weather was indeed absolute crap, and they'd had no way of knowing that the conditions they were going to run into would be so bad — which is hard to believe, but I guess it could happen. Since they were already hove-to, why didn't they just batten down the hatches and ride it out?

It seems to me that if they were prepared for a circumnavigation, they'd have the requisite sea anchor, liferaft, and other storm gear. So why abandon a floating vessel?

"Rookies," is the answer I got, in various forms, from my dockmates. But that still doesn't explain why.

Susan Harmon
Sea Gem
Alameda

Susan — We assume that the explanation is probably quite simple — the Coast Guard agreed with the Thomsons that they stood a lesser chance of suffering severe injuries or being killed if they were taken off their boat.

We weren't there, of course, so we don't know exactly how bad the weather was. Maybe it wasn't so bad and the Thomsons were just in over their heads. On the other hand, there is considerable documentation that it can be a very dangerous stretch of coast. John Neal of Mahina Tiare told us that his first sail down from the Pacific Northwest was the roughest of his more than 200,000 ocean miles — including several roundings of Cape Horn. And in just the month of July a few years back, four private sailboats were lost in that vicinity. We also recall that Gene Haynes' Alameda-based *Nor'West 33* pitched in about that same area. His wife Dotty suffered a punctured lung and nearly died. Other mariners have died.

Being hove-to sounds like a simple and neat solution in textbooks, but if the sea conditions are really bad and the boat doesn't respond well to such a tactic, in real life it can be a different story. After all, plenty of hove-to boats have been rolled, and crewmembers in hove-to boats have been flung headlong from one side of the cabin to the other.

In addition, we understand that this was the couples' first real offshore passage, and they'd been in the rough weather for quite some time. So we presume that they were extremely cold, fatigued, and frightened — as we bet you and your dockmates would have been. Sure, the couple might have been rough weather 'rookies', but we don't think that's any reason to look down on them. After all, what sailor hasn't been a rookie at one time?

We're delighted that the Thomsons are safe and sound, and until there is evidence to suggest otherwise, we assume they did the right thing by getting off their boat. We hope they can recover *DragonSpirit* and resume their dream cruise, for it's likely they could sail around the world without encountering such adverse conditions at sea again.

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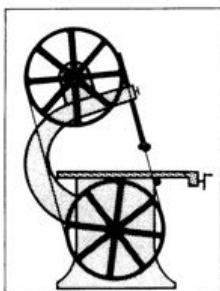


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LETTERS

By the way, despite all the improvements in weather forecasting, forecasts are not guarantees. The Coastie Group Commander at Humboldt Bay once told us that one day it can unexpectedly blow 60 knots to the north of Cape Mendocino and be calm to the south of it, and the next day unexpectedly blow 60 knots on the south of the Cape and be calm on the north side. "You never know what to expect up here," he said.

↑↓ WORRIED ABOUT CAPE MENDOCINO

Way up here in the white swirling Arctic wastes of Vancouver, Canada, *Latitude* is one of our oracles, our mystic marine guru. There's so much information — often learned the hard way — freely exchanged between mariners of all sorts in your pages. Just fantastic!

Next year I shall be sailing my 50-ft cat down to visit you all in San Francisco while on my way to the South Pacific. I was wondering if any of your readers might recommend some info that would guide me past the area of Cape Mendocino. Up here we have heard ghastly tales of epic horror in that area, where sailors were driven mad by fear, with blood, guts and veins in their teeth. It's all a bit unsettling. According to reports that filter back, undersea mountains create waves the size of Wal-Marts, and boats come apart like cheap British motor cars.

I must confess, I'd considered just trucking my damn boat down the Eye 5, but as she's a 50-ft catamaran, we might be in for a bit of bother picking up our Egg Muck Muffins at the McDonald's drive-through window. So any advice as to how to stand clear of danger and discomfort on this hideously perilous area would be most welcome.

Iain Young

Master of the catamaran *Earthlight*, 50-ft Cat
Vancouver, Canada

Iain — The reports you've heard are correct. Pt. Mendocino can be a very nasty area — as can the entire coast from Juan de Fuca to San Francisco and even Pt. Conception. But if you allow yourself plenty of time, you can pick good weather windows. This doesn't guarantee a safe passage, of course, but it improves your odds.

If you haven't spent much time in the ocean or in heavy winds with your cat, know that you want to reef the main early — much earlier than with a monohull. Because if you wait too long, there's no way you're going to be able to get it down. The sailors on the maxi cat *Playstation* found that out when they got caught with their full main up in 60 knots. You also might employ the strategy that Chris Bridge of the *Corona del Mar*-based *Outremer 55* cat *Cheval* used when sailing the often-rough downwind passage from the Eastern Caribbean to Panama. He and his single crewmember never put the main up at all, alternating between a small spinnaker and small jib. He still averaged nearly 200 miles a day.

By the way, if anybody sees Chris, Carolyn and their rascal kids aboard *Cheval* in the South Pacific, tell them we'd love to get an email.

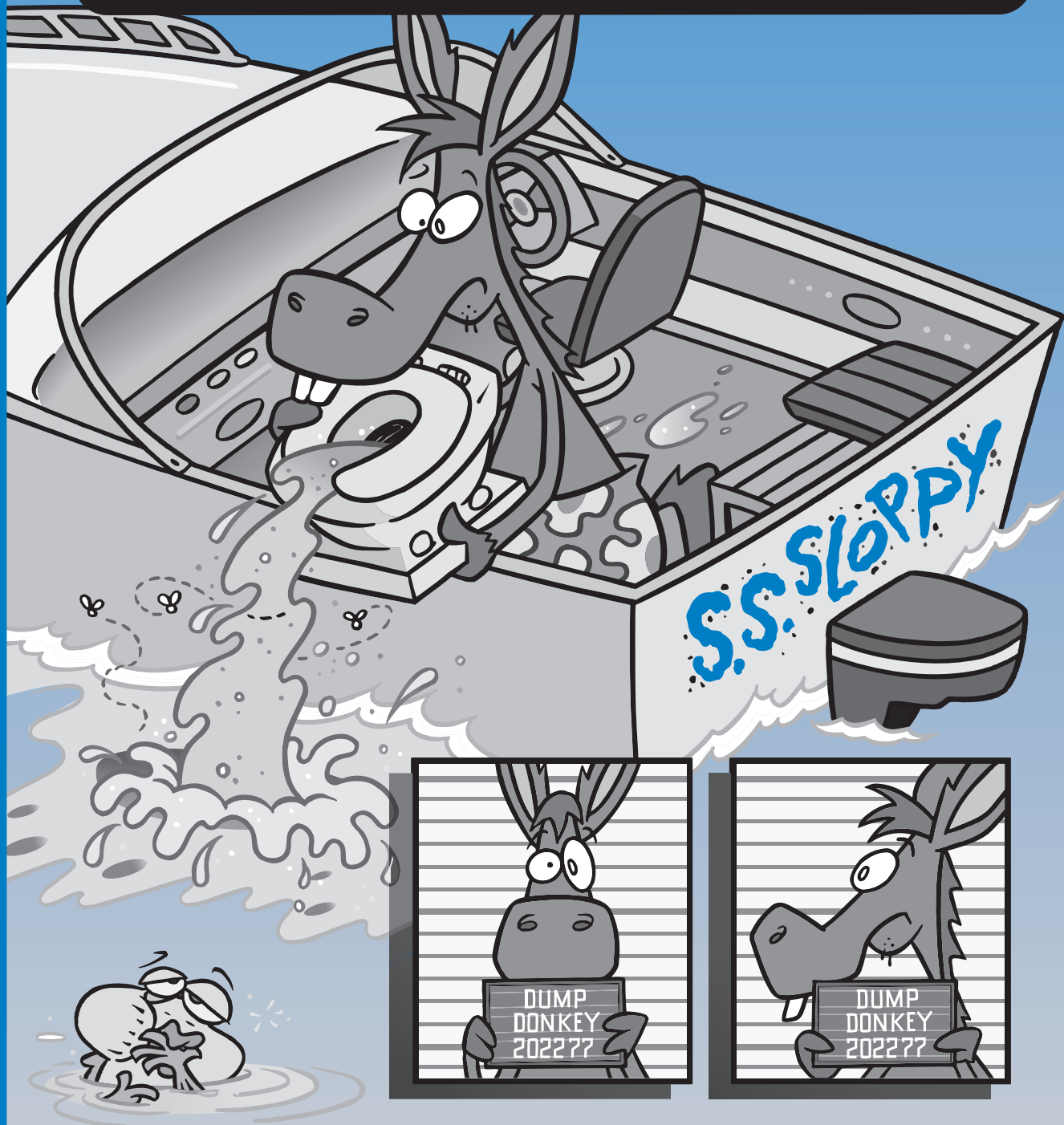
↑↓ DRIVING AT NIGHT IS DANGEROUS

Driving on Mexican highways at night won't lead to a certain death — contrary to what was reported in a letter last month. But it will multiply the chances by orders of magnitude.

In Mexico, it's not uncommon for vehicles to travel at night at walking speed with no lights, for buses to pass other vehicles on blind corners and hilltops, for cattle to wander along the centerline, and for drunks to hit you head-on in

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LETTERS

your lane.

But the worst is when there are a couple of trucks stopped on either side of the road miles from the nearest headlight or crossroad. They would be there so the gang of murderous carjackers, with pipes and clubs, can attack you. You're left with the decision to either speed on or run one or more of the potential attackers down — probably fatally — or stop and see what the gathering in the night might hold for a foreign driver.

Of course, any accident will be settled in criminal court, and the driver in the head-on with the drunk will go to jail — perhaps for days — before being taken to the hospital. I guess it's all how you look at it, because Russian roulette is safe too — most of the time.

The Mexican government has specifically warned about continued car jackings on specific sections of the free highways. But be serious, driving at night on Mexican highways can be extremely risky.

Name Withheld By Request
Planet Earth

↑↓WHAT'S BECOME OF THE PACIFIC SEAFARERS NET?

Greetings from us vets of the '96 Ha-Ha and '99 Puddle Jump aboard the Hans Christian 41 *Laughing Buddha*. We're still wandering about the South Pacific, currently on passage from Vanuatu to Cairns, Australia.

We noted that in the last week or so — we're writing in late September — that the Pacific Seafarer's Net seems to have gone off the air. We hope this is a temporary thing.

For those who don't know, the Pacific Seafarer's Net has a



BOB REED

Pacific Seafarer Net controller Mike Harris takes the roll call from Bob Reed's station in Humbolt Bay.

history of being very professionally run by a group of network controllers who are all Ham radio operators and who are all using their own equipment and funds. The controllers operate from many locations, including the Pacific Northwest, California, Arizona, Wisconsin, Hawaii, Australia, and New Zealand. They had integrated their behind-the-scenes action with the web, and include YOTREPS details as well.

Recently the website had been upgraded to include not only the position reports of boats on passage, but streaming audio of the net session as well. The net controllers would not only take your contact details, but when available many could make a phone patch — collect from their station — to your folks at home. There was no charge at your end, you just had to have a licensed Ham operator onboard and you were able to participate. It was quite a nice feature for friends and family back home, and a special treat for birthday calls and

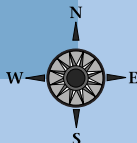
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LETTERS

such.

Has someone pulled the plug? Did all controllers hang up their mikes and headphones? Has traffic been so light that some of the regulars are just taking a break?

A few other Hams have been trying to fill in — in the true spirit of amateur radio. Unfortunately, their coverage has been thin and some lack the really big rigs and rotating beam antennas needed to pick out some of the lighter signals.

We're just thinking there might be some story here.

Jim and Nancy Hegland
Laughing Buddha, Hans Christian 41
Fort Walton, Florida

Jim and Nancy — For a short time the net was in jeopardy based on a combination of controller burnout and the lack of new blood. It's back up and running, apparently with more help on the way. We'll have a more detailed report in the next issue.

↑↓ A CLIPPER 32 FOR THE SEA OF CORTEZ?

A friend and I just graduated college, and are planning to sail the Sea of Cortez from January 1 until May 1. We are currently in the process of buying our boat for the trip. We recently found a Clipper Marine 32 sloop for sale in San Carlos, and on first inspection she seemed like the perfect boat for us.

But after reading some of your responses to letters about this design, it seems that you have a somewhat negative perception of her seaworthiness. Our plan is to do strictly coastal cruising around San Carlos, and hopefully make a crossing to sail in Bahia Conception for several weeks before coming back across to San Carlos. We would have the boat surveyed before we bought her, but would still like your opinion on whether she would be suitable for our desired purpose.

Jesse Diller
Fort Collins, Colorado

Jesse — We would have preferred it if you'd written in and said, "We have X bucks to spend on a boat for a five-month cruise this winter in the Sea of Cortez. Any suggestions?" And, it would have helped if you explained how much you know about boats and sailing in open water.

Although we often used to see a guy sail a dark blue Clipper Marine 32 on windy days on San Francisco Bay, it's also true that: 1) We believe Clipper 32s are among the least robust over 30-ft sailboats ever built, and 2) we would not like to be caught aboard one during a Norther in the Sea of Cortez. This is not to say that you might not have a safe and wonderful time with such a boat, especially if you're good sailors, the boat is in great shape, and you're very careful not to get caught in rough weather. The sailing experience is the most important thing.

You didn't ask, but if we bought a boat in San Carlos on January 1, the first thing we'd do is sail our butts down to Banderas Bay, where the air and water are warm — and where there are a lot more attractive and eligible young women for a couple of young guys like you. After all, you don't want to spend half your cruise not being able to swim because the water is too cold. And by March, you could sail back up to the Sea of Cortez and still have plenty of time to enjoy that beautiful area during its best time of year.

↑↓ LEARNING TO LIVE THROUGH HURRICANES

It's late September as I write this, and we here in the Florida Keys are once again under a hurricane watch. Rita has come out of nowhere and has been busy trashing Great Exuma and

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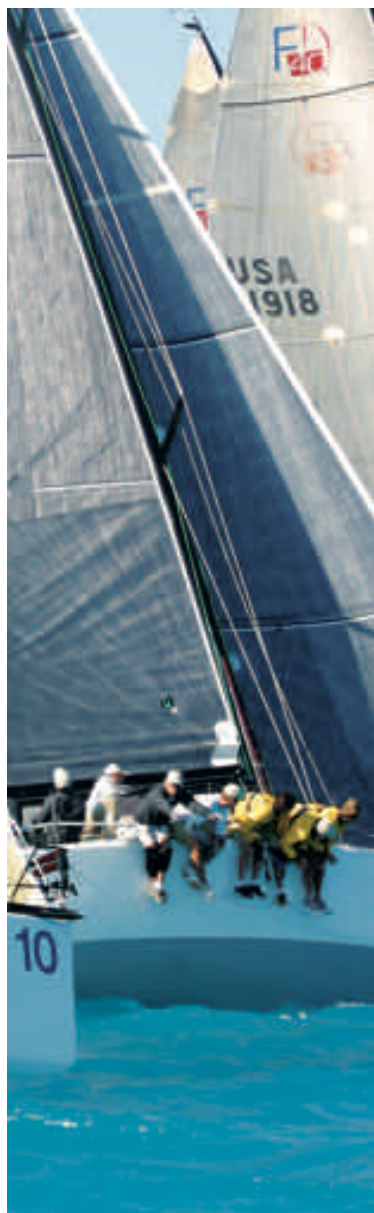
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LETTERS

Andros Islands in the Bahamas, and people are fleeing the Keys. We also got sideswiped in August, again by surprise, by *Katrina* when she was a modest Category 1 hurricane. *Rita* may be a Category 2 by the time she gets to Key West, with sustained winds of 83 knots. If she lingers, we will get a nice thrashing.

Originally from Santa Cruz, Layne and I did the 1998 Ha-Ha with our Gemini 105 cat *Miki G*, cruised to Florida, and eventually took up residence in Key West. I now work as a dispatcher for the police department. We're already getting our usual quota of panicked calls from people who don't have hurricane plans, but this time we have *Katrina's* handiwork in the back of our minds as we cut down coconuts, attach storm shutters and shut off propane tanks.

Mariners in Key West got beaten up by hurricane *Dennis* a while back, and then by *Katrina* last month, and now we're looking at northerly and westerly winds from *Rita* as she churns down on the Keys. As such, we can expect more than a few boats to end up sinking or getting washed off their moorings and anchors.



MIKI G

These former Santa Cruzers are now living in the heart of hurricane country.

Jerry, a former colleague of mine, died in *Dennis*. A retired lawyer who lived aboard in a funky marina on Stock Island, he decided to stay aboard when *Dennis*, a relatively modest Category 1 hurricane, sideswiped Key West. His boat sank so fast that his body was found trapped under the overhead in the forepeak — essentially he died in his bunk. His mother lives in a house 80 miles away, and, had he taken refuge there, my friend would still be alive today.

I always urge everyone to get off their boats before a hurricane hits, no matter how modest it looks. Layne — who is a teacher these days — and I talk frequently about what our retirement plans might be after we've fed the cruising kitty. We're forced to the conclusion that it will probably be in a moveable home that sits out the hurricane season in Panama or Venezuela. It's just one more reason to keep saving to sail away — permanently!

Michael Beattie
Miki G, Gemini 105
Key West

formerly of hurricane-free Santa Cruz

Readers — As this letter is getting ready to go to the printer, it's late in October, and the Beatties and others in Key West are seemingly days away from getting whacked again, this time by Hurricane Wilma.

↑↓WHAT'S THE FORMULA?

As you know, the covers are stripped off the halyards to save weight aloft on many racing boats. Of course, this results in the need to replace halyards more frequently, as the core is exposed to the elements.

I'm wondering if there's a computer program which can

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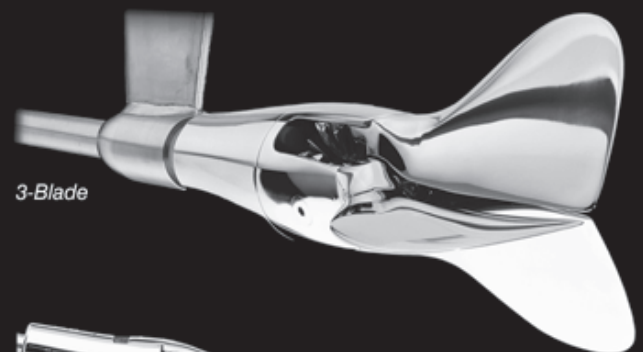
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LETTERS

compute the relationship between the weight saved in the mast to the weight no longer needed on the rail to have the same stability? I would love to program in the height of my mast, the weight of the cover that would be removed, the beam of the boat, and have the computer tell me whether it's worth it to take the covers off. Then, once and for all, I would know whether this costly practice is truly efficient or only saves about as much as the over-stuffed wallets of some rail meat.

Dean Dietrich
Tiburón

Dean — It would be very complicated to get the exact answer because you'd be eliminating weight along the entire length of the mast, so you'd need to do a lot of measuring and weighing in different configurations. Fortunately, naval architect Tom Wylie was able to give us a good rule of thumb: "One pound aloft — meaning 40% of the way up the mast — while sailing upwind is equivalent to five pounds in the keel or 2.5 pounds of rail meat." So if you could save 100 pounds of weight by removing the cores — which, of course, you couldn't — you could eliminate one 250-pounder on the rail without any loss of performance.

"It's one of the safer ways to make a boat a little faster upwind," concluded Wylie, "but it's certainly not cost effective for most sailors."

⇅ SHIPPING A BOAT TO MEXICO

I was wondering if you knew of the approximate cost to have a sailboat transferred from Los Angeles to San Carlos for a summer of sailing in the Sea of Cortez. I have a 41-ft boat. I'm wondering if it would make sense to do this instead of making the long sail down the Pacific coast of California and Baja.

Lance Ignatowicz
Malibu

Lance — It wouldn't make any sense to us, because sailing your boat from L.A. to Cabo would be a much faster, cheaper, and a hell of a lot more fun way to get your boat to the Sea of Cortez than trucking her.

If you wanted to truck your boat from L.A. to the Sea of Cortez, you'd have to have her hauled, the mast unstepped, and the both of them trucked to Tucson. Once there, your boat and mast would have to be transferred to a Marina Seca truck, driven to San Carlos, then relaunched and the mast resteped. From start to finish, it could easily take a couple of weeks, require a lot of work on your part, and probably cost \$5,000 with everything included.

The alternative is the almost-certain all downwind sailing trip from L.A. to Cabo, which you should be able to do in six or seven days — assuming you don't stop at any of the great anchorages along the way. A sailing trip from L.A. to Cabo should be looked upon as a wonderful opportunity, not something to be gotten out of the way.

And remember, you're going to have to get the boat back to L.A., too. Would you really want to go through all the time and expense of having the boat trucked twice?

We know of hundreds of people who have sailed their boats to the Sea of Cortez and had them trucked home from San Carlos — because it makes a lot of sense. We don't know of anyone who has done the opposite.

⇅ HONING SAILING SKILLS

I read your response to the July issue *Next Time We'd Take*

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LETTERS

A *Bigger Boat* letter by the folks who had a very long passage to the Marquesas with their heavy displacement Dreadnought 32. You suggested, among other things, that rather than getting a bigger boat, they might have had a considerably faster passage if they had honed their sailing skills.

I think you were right on every point you made — including the one that racing is the fastest way to learn how to get the most out of a boat. As such, I'm taking your advice and plan to do the Banderas Bay Regatta in March. By then, I'll hopefully know at a glance what all the fine adjustments are that have to be made. One more season will make me a better sailor, and in the long run, a happier boatowner.

Bobby Rohrer
Elusive
San Carlos

Bobby — Some people are perfectly content to just mosey along — and there's nothing wrong with that. But there are real advantages in becoming a much better sailor — faster passages, more confidence when the weather turns crappy, and more fun. It's just speculation on our part, but we think a good sailor could get 33% more performance out of a boat off-the-wind, and 100% better performance upwind, over someone who didn't care or know how to sail better.

↑↓ POSITIVE WE MAYBE FIGURED IT OUT — AGAIN!

Thanks for publishing the October *Changes* about our trip from Huatulco to El Salvador. We're sending an update because we've finally found the reason why our diesel stopped and then wouldn't run.

You might remember that at first, we thought we'd run out of fuel. Then we thought it was air in the fuel lines. By the end of our article, we thought that we'd just needed to heat the glow plugs before starting.

Since sending the article, we discovered that the engine still wouldn't start. We've replaced the fuel shut-off solenoid, which we thought was the problem. Then I cleaned all the connections to the instruments, ignition, and start switch, and also the terminal strip from the instrument wiring harness to the engine. The engine *still* wouldn't start.

Then I discovered that if I jumpered a wire between the glow plug solenoid and the fuel shut-off solenoid, the engine started right up. Feeling very confident, I replaced the wire from the ignition switch to the fuel shut-off solenoid. But then engine wouldn't start again!

So I wired in a replacement ignition switch — and the engine started right up! At least we don't have that problem to deal with while underway again. After all we've been through, I'm absolutely positive we may have found the answer.

We'll be leaving Bahia del Sol, El Salvador on the 27th of October, heading to Nicaragua, then Costa Rica.

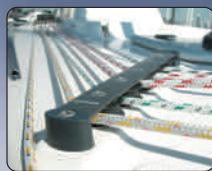
Frank Nitte and Shirley Duffield
Windsong, Islander Freeport 36
Bahia del Sol, El Salvador

Frank and Shirley — After seven false solutions, you've got to be getting close.

↑↓ MORE ON DRIVING IN MEXICO

Last month you published my letter about liking to drive in Mexico at night. I'd like to add a few more thoughts — and a warning.

Anyone thinking of taking a car to Mexico can get a Temporary Import Permit for their vehicle at: www.barjercito.com. Just click on the heading to the left of *Importation temporal*



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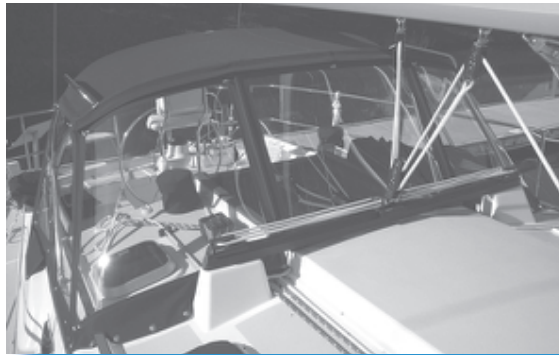
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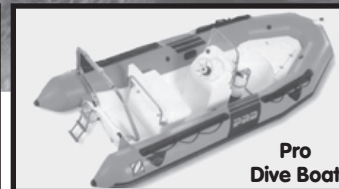
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LETTERS

de Vehiculos. You fill out the page, print it out, and present it at Kilometer 21 on the other side of the border, and you'll quickly be presented with a permit and sticker. When you leave Mexico, you must turn them in.

I also wanted to point out how important it is to drive defensively, and slowly, when passing through towns. The roads have these half cannon balls implanted in the asphalt that must be driven over very slowly — or your dental fillings will be knocked loose. Signs reading *Vibradores* or *Topes* means slow down, speed bumps ahead.

Everyone also needs to know that the legal ramifications of getting into an accident are severe, and can include jail time until the authorities are convinced you have insurance. Therefore, an inexpensive legal binder to your insurance policy that will provide you with a lawyer to expedite your release is a cheap price to pay should the situation get ugly. The best insurance, however, is to simply drive exceedingly slow, being prepared to stop in any circumstance before an accident occurs. Should you find yourself behind a slow-moving truck, turn on your turn signal, and wait for the truck ahead of you to turn on his signal — his indication that it's safe to pass.

The highway system in Mexico is divided into two parts, *Cuota*, which are toll roads, and *Libre*, or free roads. *Cuotas* usually have two lanes, each way. *Libres* are either one or two-lane highways. The toll road must be exited in order to go into a town to find a place to eat or sleep, while the free road will take you through the town, allowing you the opportunity to grab a bite to eat and a chance to stretch your legs. Everyone I have discussed this with in Mexico prefers the free road to the toll roads. Just take it slow when you are going through the towns and watch the signs.

Jerry Metheany

Rosita, Hunter 46 & 2002 Dodge Ram
Mazatlan, Mexico

↑↓ SAME LAST NAME, SAME KETCH

I'm writing in response to Frank Holland's October inquiry about his Formosa 51 ketch. By sheer coincidence, we have the same last name — and I've had a Formosa 51 sistership for 20 years.

Latitude's response and analysis of the Formosa 51s was pretty much right on. I have managed to get on top of the varnishing problem by not varnishing at all. Instead, I put down a coat of Smith's Penetrating Epoxy and used a Canadian product called Tufshield on top of that. I put this finish on the mast 14 years ago and have never had to take them down again. I use one or two coats of Cetol on the teak decks because it looks better. It's no longer slippery after a brief period of use, but keeps its good looks for six months or so. It's also easy to scuff up when preparing to apply another coat.

The spars were rotten on our boat when we bought her — and a lawsuit resulted in our recovering money — so we were inspired to go through the boat thoroughly looking for and eliminating dry-rot. We did find some, but not much.

The wiring has been O.K. The metal does tend to be Taiwanese stainless steel, the surface of which rusts. Although it's easily wiped off with a scrubber pad, it's nonetheless a pain. When we had the masts down, we had all the turnbuckles, fittings, and tanks dye-penetrant tested. They were fine.

As for current problems, we have small leaks in two of the original water tanks, a problem rumored to be common on all Formosas. I was able to take care of a similar problem in the fuel tank several years ago with a chemical liner on the inside of the tank.

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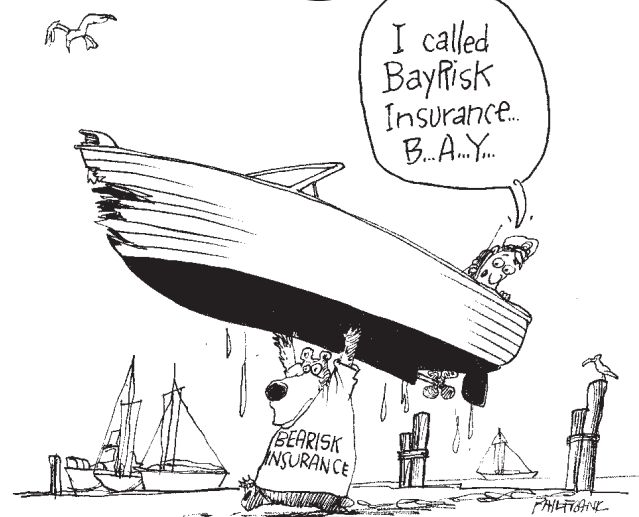
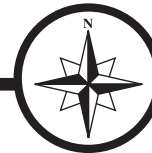
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LETTERS

Naturally, I also have some small leaks in the teak decks that I have to get after. The decks look good, though. Generally, the boat feels very safe and indeed has been.

She had a lot of small blisters when we first hauled her out. But after popping, drying, filling, and putting on several coats of Proline Epoxy, almost all were taken care of.

I have the boat rigged for singlehanded, with a roller-furling main and staysail, so she's easy to sail — after the 20 minutes that it takes to get all the sails set. She's not a racing boat, and I admit that we don't tack a lot. Nonetheless, we've sailed our Formosa all over San Francisco Bay, the Delta, up to Fort Bragg, regularly to the Farallones, and numerous times to the Channel Islands. She really is a comfortable sea boat.

Anyway, cousin Frank, good luck with your Formosa 51!

Ted Holland

Earendil, Formosa 51 ketch
Santa Cruz

Ted — Enjoying the same boat for 20 years is a darn good recommendation.

↑↓ **CANADIAN ROCKS HAVE CHANGED POSITIONS**

I'm glad you noticed the "grounded boats in Canada." Who would have thought, but yes, we are running out of water up here. And yes, our boats are high and dry. Did you see any snow-capped mountains in your photos? No. We are becoming the New Mexico of the North!

The cause of our dehydration is global warming which, as every scientist knows, evaporates seawater! The effect of this evaporation is that, not only have our rocks moved from their charted positions, but chart data has been recalibrated, causing untold numbers of groundings.

The cause of global warning? We already know the answer. When Americans and Canadians stop driving idiot vehicles like the Hummer, and when Americans and Canadians turn off the air-conditioners, then maybe our waters will return to their original charted depths. Have a good day, but to be safe, keep your depthsounder on.

Malcolm Wilkinson
Vancouver, Canada

Malcolm — We're confused. Pacific Islanders claim they are about to lose their homes because of rising ocean levels, but you're telling us that Canadian waters are getting shallower from evaporation. One of you must be wrong. But in any event, how could evaporation move rocks from their charted positions?

We're all for greater energy efficiency and conservation, but given the hundreds of millions of people who are coming out of poverty and eager to become active consumers, many environmentalists are coming around to embrace nuclear power as the only possible solution. We're not sure what to think about this ourselves. What do you think?

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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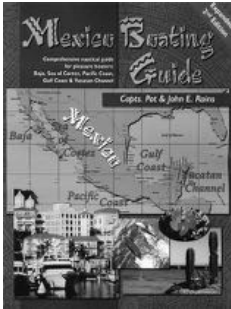


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LOOSE LIPS

Star from Camelot.

A million bucks for a 22-ft boat? A really old, wooden sailboat? Maybe not, but that's what the most recent owner was hoping to get for *Flash II*, a Star boat that once belonged to John F. Kennedy and his brother, Joe. The brothers bought the 1930-built boat in 1934 and sailed it often near their seaside retreat in Hyannis Port. (JFK is said to have been a good sailor in his youth. He won a race in the Atlantic Coast Championship with *Flash II* when he was only 19, and later sailed it to victory for Harvard in the 1938 MacMillan Cup in Annapolis.)

Jack took sole possession of the boat in 1940 and sold her for \$300 in 1942, just before heading off to war. You know the rest of that story.

The most recent owner and a 'silent' partner purchased the boat in 1996 for a reported \$19,800, and put almost that much more into a complete restoration, hoping to recoup the investment by auctioning the boat off for her historic value. Toward that end, *Flash II* was included in an auction of Kennedy memorabilia in 1998, where bidding for the boat reached \$800,000. Hoping for around \$1.2 million, the owners turned it down.

They should have taken the money and run. Last October, a federal sting operation implicated the non-silent owner in drug dealings, and the boat — which the government claims was restored with drug money — was seized in Marblehead.

Flash II is now slated to be part of a Kennedy lot at a Sotheby's auction in February. Profits from the sale of the boat will be split between the government and the silent partner. It's estimated the boat *could* go for as much as \$500,000.

Tatt's all, folks.

For the first time in 30 years, the Coast Guard has put new regulations on how many tattoos a prospective recruit can have. With the military ever more image-conscious — and some new recruits looking like Ray Bradbury's *Illustrated Man* with their arms and legs totally covered with artwork — the time has finally come, for the Coasties at least, to draw the line. The new limit for potential recruits is 25% of exposed limbs. Anyone with more than that will be turned away. Since the policy went into effect this past summer, Coast Guard officials say they have recruited 1,600 new people — and turned away 26. There are similar bans on body piercing, branding and "other forms of skin art."

Tattoos, of course, date way back. Westerners were likely first exposed to the idea in the 18th Century when their sailors returned home from exotic South Pacific ports sporting 'tribal' markings. For a long time, sailors continued to be the main demographic for body art. Now — God help us — it's fashionable. Today, an estimated 1 in 8 Americans has at least one tattoo. And in 2002, 'tattoo/tattoos' was the second most requested search item in a popular search engine beating out, among others, Britney Spears, marijuana — even sex!

What's in a name?

One thing we never tire of asking people is where their boat names came from. Why? Well, think about it: the only things most people get to name in life are kids and pets. And those are often influenced by factors beyond the namer's control. Not boats. People tend to name boats what they want. (Not always, of course, but often.) As such, we feel that boat names can be a real glance into someone's personality. We've done articles on this subject before and we feel another coming on. So if your boat has an interesting name, and an interesting story, we'd like to hear about it. Drop an email to johnr@latitude38.com with the particulars, and please include a phone number in case we have to get back to you.



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LOOSE LIPS

Latitude goes Hollywood.

Catherine, the Set Decorating Coordinator of a now-filming movie called *You, Me and Dupree*, called last month.

"We would like permission to use *Latitude 38* magazine as set dressing in the movie," she said.



LATITUDE/ANNIE

Serving as the magazine's agent, we tried our best to get it a speaking role, or at least equal billing with stars Owen Wilson, Kate Hudson, Matt Dillon and Michael Douglas. But we're no Mike Ovitz. So we settled for telling her of course they could use the magazine as a prop, and the best of luck with their endeavor.

You, Me and Dupree is due in theaters next August. We forgot to ask what it's about, so after Catherine hung up we looked it up on

the Internet. The plot: "A best man (Wilson) stays on as a house guest with the newlyweds, much to the couple's annoyance."

Famous floaters.

Depending on your line of work, 'floaters' can mean a number of different things. That's what our eye doctor calls those little dots in our vision from not wearing welding goggles in our youth. Some rescue agencies refer to dead bodies as floaters. To some, 'floaters' means people who circulate at parties or official functions. To guys like Dr. Curtis Ebbesmeyer, 'floaters' are something of a living. His vocation is studying ocean currents, and one of the ways to do that is to track 'floaters' — in this case, basically anything that floats — as these items make their ways down coastlines and across oceans.

His avocation is also floaters. For the last decade, Ebbesmeyer, who is based in Seattle, has put out a quarterly newsletter called *Beachcombers Alert!* In it, he offers analysis of different things that drift on the current (often gloves or shoes or toys which have spilled out of containers dropped by ships), and offers hypotheses on how different flotsam ends up where it ends up. (As far as bigger stuff, we've worked with him a few times to analyze drift patterns of lost or abandoned sailboats.) The newsletter has also awakened a fringe element of people who walk the beaches of the world, find all manner of odd flotsam and jetsam, and write in about it.

In the latest issue (October-December, 2005), Dr. E's research has turned up the world's best-traveled buoys. These are navigational aids that have been pulled loose, usually by storms, and drifted far and wide. Here are a few examples:

* A storm tore a 10-ton buoy loose off Port Royal, South Carolina in 1971. A year and a month later, it was recovered five miles off the Orkney Islands, which are north of Scotland. Drift distance: 4,000 miles.

* In 1921, a buoy anchored off present-day Somalia in

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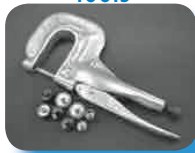
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LOOSE LIPS

East Africa was dislodged by strong current. It turned up in 1925 off Walvis Bay, Namibia — which is 1,000 miles up the coast of West Africa — having rounded the Cape of Good Hope in its travels. Drift distance: at least 4,300 miles.

* In case you ever get on *Jeopardy* and they have a 'buoys' category, the all-time drift winner is a gas-lit buoy which broke its moorings off Cape Indio, at the mouth of the River Plate in Argentina (the easternmost tip of that country), in July 1918. Five years later, it was found at Cervantes, Western Australia, about 100 miles north of Fremantle. During its travels, the buoy had made two circuits of Antarctica. Drift distance: 20,000 miles.

Subscriptions to *Beachcombers' Alert!* run \$15 for a year. For more information, contact *Beachcombers' Alert*, 6306 21st Ave. NE, Seattle, WA 98115. Got an interesting floater or floater story of your own? Let Dr. Curt know about it at curtisebbesmeyer@comcast.net.

California saga.

While many manufacturers have fled the Golden State, Saga Yachts of Canada is 'outsourcing' their boat manufacturing to California boat builder Pacific Seacraft. The reason: strengthening of the Canadian dollar has begun eating into profits.

"The increasing value of the Canadian dollar seriously affected the revenue and was starting to erode margins," said company president Allan Poole. "Like many Ontario manufacturers, we have had to seek alternative sources. This move allows us to continue providing a high-quality product at a good value price." Geoff Emery, president of Pacific Seacraft, which is headquartered in Fullerton, called the deal "a great fit for both companies."

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Capsize investigation concluded.

A National Transportation Safety Board investigation has revealed that the capsizing and sinking of the tour boat *Ethan Allen* on Lake George on October 2 — which killed 20 of 47 mostly elderly passengers aboard — was likely due to uneven weight distribution and overloading. Some of the weight shifting may have been due to a wake the boat encountered. According to survivors, whole benches full of people slid sharply to one side just before it flipped. Tragically, many of the drownings were apparently due to passengers being trapped inside by the boat's large observation windows. This is the first accident of this kind for the *Ethan Allen* or her sisterships, which have been operating on Lake George since 1979.

Which is a great way to segue into a safety reminder for all boaters. According to Coast Guard statistics, capsizes are a major cause of both deaths and injuries on the water. In 2004, 393 vessels were reported capsized, resulting in 229 injuries and 184 fatalities. The stats don't break down into 'sail' or 'power', although we're guessing that sailors are much more attuned to weight trim than powerboaters. But the message is clear: be careful out there.

Holiday traditions.

The actual date of the first Thanksgiving in 1621 is not known, although it's thought to have occurred in early October. So why do we celebrate it on the fourth Thursday in November? Because when it was first declared a national holiday in 1863, that's when Abraham Lincoln decided it should be held. But why so late, and why a Thursday? Some historians and theologians think Lincoln chose that day because November 21, 1620 — a Thursday — is the day that the *Mayflower* first dropped anchor off Cape Cod.

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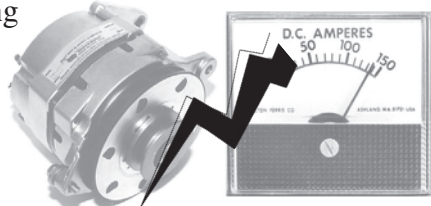
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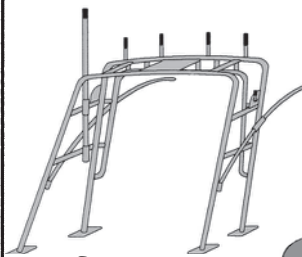
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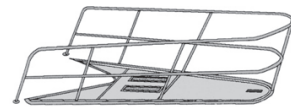
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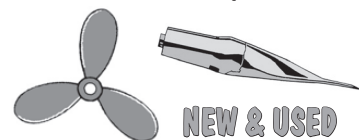
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SIGHTINGS



go fly a kite

Kite-powered sailboats. Kite-assisted ships. The idea seems a bit 'out there', doesn't it? Then again, whoever imagined a decade ago that kiteboarders would one day render windsurfers old hat?

Dave Culp probably thought it. When we first talked to him about 15 years ago, he used to skitter across local waters in a contraption that looked like a lawn chair strapped to a pair of water skis. Power came from a forerunner to the type of kites used today by the board guys. Culp's avocation turned to vocation when he founded Kiteship, an outfit in Martinez that makes and markets large kites for both recreational boats and, he hopes, big ships.

One of Kiteship's kites underwent testing on the Bay last month. On a breezy Thursday afternoon, the TransPac 52 *Flash* set a 3,000-square-foot kite and — with no other sails up — went scooting across the Bay at a consistent 10 knots, with surges to 12 knots in 15-18 apparent.

The first thing you notice about kite-sailed boats — besides the kite flying 50 or yards or more out in front of the boat — is that the boat doesn't heel. That's because the three control lines are

attached to the front of the boat at deck level. (An additional launch/retrieval line is rigged at the hounds, but it's not under tension when the kite is flying.) There's no pull on the top of the mast, so no heel. In fact, technically speaking, you don't need a mast at all.

Another thing you notice is that the kite has a lifting effect on the bow of the boat. In other words, it not only pulls the boat forward, it pulls the bow up slightly, too.

It takes only two crew to control the kite and, most times, it can be re-launched from the water if it goes in.

Flash boat captain Will Paxton was intrigued enough to possibly use the sail at the Great Pumpkin Regatta the last weekend of the month. (Kite sails are reportedly legal sails in PHRF racing.) Although they may not be suitable for round-the-buoys, he also sees the possibility of kite sails becoming part of the inventory for ocean racing — and thinks a smaller version would be killer on an Express 27 doing the Ditch Run. "Instead of sailing in [the windshadow of] the trees, you could get the sail 300 feet up, where all the wind is."

But perhaps the biggest benefactor of the kite technology, in Paxton's opinion, would be older, heavy-displacement boats. Where the ultralight *Flash* sails her best in hot angles downwind, an old leadmine going DDW could really shine with this technology, especially with the added bonus of the upward pull on the bow.

Changing channels for a minute, much has been written about sail-assisted power for merchant ships lately, and several shipping concerns are reportedly spending millions on R&D. Culp's pitch to them is: forget the masts and booms and spars and rigging — and use simple-to-rig and stow kites. Seeing the kite on *Flash* in action, it starts making sense. (Getting interested? Log onto www.kiteship.com for more.)

Back to sailboats. There are two other significant events involving kites worth mentioning. The first is that Larry Ellison and his crew tried this technology on their *BMW Oracle* America's Cup yacht at a break in the 2002 competition. They reportedly liked it, too. (The use was strictly an experiment and never used in competition.) The second event happened after the 48-ft trimaran *Alacrity* dismasted in the 2004 Heineken regatta. It just so happened that among the crew was a guy named Dave Culp. So instead of staying in St. Maarten to await a new mast, the crew sailed her home with a kite — and no mast.

There is still lots to be learned about sailing with kites. They look pretty cool and seem to work pretty well on certain boats in certain conditions. It's still hard to imagine them in common usage, but like we said earlier, where in the world did all these kite-flying boardheads come from, anyway?



One kite, two views. Note the slight bow lift in the photo above. The kite pulls best when near the water.



PHOTOS: LATITUDE/JR

SIGHTINGS

hard acts to follow

You have to hand it to Ernesto Bertarelli and Larry Ellison. After the last America's Cup, the winner (Bertarelli) and the Challenger of Record for the 2007 Cup (Ellison) came up with a plan. Rather than three months of intensive racing every three or four years — a poor return for sponsorship dollars, not to mention public interest — they organized a series of 'lead-up' events, called 'Acts'. These Acts, 13 in all, would be spaced out over three years and several different venues. They would offer both traditional America's Cup match racing and fleet racing. And to really keep the teams pumped and discourage sandbagging, during the latter Acts boats could actually earn points that could then be carried over to the Louis Vuitton Challenger Series, which starts in April of 2007. The Cup races themselves start June 23.

A preview of this idea was held in San Francisco Bay in September, 2003. It was called the Moet Cup, and was sponsored by the Golden Gate YC, home club for Ellison's *BMW Oracle Racing* syndicate. Only Ellison and Bertarelli's Cup-winning *Alinghi* showed up. But it was nevertheless quite a show, with shoreside announcers, souvenir tents, — even the Auld Mug itself was there, in a glass case flanked by burly guys in uniforms.

Even though the racing was just 'for show', we thought it was pretty neat, and said as much in a feature article. Overall, though, public reception was cool. Americans just aren't interested in sailing as a spectator sport. The road show fared slightly better with Joe Public at a repeat performance in Newport, Rhode Island, the next spring. But hey, that was the home of America's Cup racing for 132 years.

In Europe, the reception for the Acts has been nothing short of astounding. At the most recent event, Acts 8 and 9 in Trapani, Sicily,

continued on outside column of next sightings page

cattin' about

That black cat you might have seen prowling the Bay the last few months is *Tuki*, a ProSail 40 that recently set a new record in the Jazz Cup. She may look like a brand new grin machine, but in fact was built 17 years ago and sailed as Randy Smythe's *Super Lube* in the Salem ProSail series. This ambitious three-race circuit for professional sailors had venues in Newport, Rhode Island, San Francisco, and Miami. The event got a lot of ink on these pages, as much for the fact that Tom Blackaller became an instant convert to the speedy 40-footers as anything else. Smythe and his four-man crew won both the '88 and '89 contests with this boat. Blackaller took second in '88 and died a week before the '89 race. (Cam Lewis skippered his renamed *TomCat* in '89, also taking second.) The series itself died soon after that, at least on this side of the pond. We seem to recall the ProSail circuit might have hung on a few more years in Europe.

Tuki's owner is Roger Barnett, but more often than not, former Farr 40 owner Peter Stoneberg can be found at the helm. Look for *Tuki* to smash more records this



amcup acts — cont'd

three quarters of the city came down to check out the action. And kept coming throughout the 10 days the event was in town. They actually rearranged the Trapani school year so kids could go down to the water to watch with their parents.

Admittedly, now that the 12 Cup syndicates are all entered and sailing, it is much more of a show — particularly the fleet racing.

The schedule for 2005 looked like this: Acts 4-5, Valencia, Spain, June 16-26; Acts 6-7, Malmo, Sweden, August 25-September 4; Acts 8-9, September 29-October 9. At each venue, the 'even' numbered Acts were a week of match races; the 'odd' Acts represented three days of fleet racing. Another nice feature — no hiding of appendages is allowed until next year, and the boats were all displayed in the open so visitors could see them, even if it was behind compound fences.

The racing at all venues was, by all accounts, spectacular. There were at least a few days of decent breeze at each stop and — as one would expect — superb crew work by the top teams, and a few big upsets by up-and-comers. When the spray had cleared last month, it was no big surprise to see that the top teams were still *Alinghi*, *BMW Oracle Racing* and *Emirates Team New Zealand*. There were nevertheless surprises: *Prada's* strong fourth place showing, *Desafio Espana's* come-from-behind fifth, and a marked improvement by France's Dawn Riley-led *K-Challenge* — which, on the last day of match racing, with a really old boat (FRA 60, veteran of the 2000 Cup wars), became the first to beat *Alinghi*, which beforehand had been undefeated in the match racing Acts.

Somewhat confusingly, *Alinghi* does not earn any points from the Acts, since they are the defending syndicate and will obviously not

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DICK ENERSON

Tuki' (above and below) will be prowling the Bay in search of records.

coming season, starting with the informal Great Pumpkin pursuit race course on October 30. The black cat sports an orange kite, an appropriate combination for a Halloween regatta!

TomCat, repainted bright yellow, was out and about a few years ago, but we haven't seen her in a long time. Anyone know what happened to the rest of these boats?



DICK ENERSON

SIGHTINGS

amcup acts — cont'd

participate in the challenger series. Once you eliminate them, *BMW Oracle* rises to the top of the Challenger leaderboard at this point in the game. They carry over 4 points toward 2007, while *ETNZ* and the



THIERRY MARTINEZ/ALINGHI

other 'middle' teams are happy with 3 or 2. But even the also-rans earn a point apiece for just showing up. (See www.americascup.com if you're interested on exactly how the Acts are scored.)

Speaking of 'this point in the game' — where exactly are we vis-a-vis the 'real' America's Cup racing?

All syndicates save South Africa's *Team Shosholozo* have been sailing old 'version 4' boats. The South Africans launched the first new IACC yacht last year (RSA 83) and started racing her in Valencia in June. A few others, such as Sweden's *Victory Challenge*, have converted version 4 boats to the new version 5 configuration and were sailing those in Trapani. Most of the other syndicates were still racing their own old boats, or someone else's. *K-Challenge* leased New Zealand's two 2000 boats (including Cup winner NZL 60), but sailed France's 2000 boats in the Trapani races. Spain's *Desafio Espanol 2007* is sailing the two boats used by Seattle's *OneWorld* syndicate in 2003 (repainted a retina-searing Kermit-the-Frog green). *Mascalzone Latino-Capitalia* is using Dennis Conner's old USA 66 and USA 77 from '03. Somewhat oddly, *Mascalzone's* 2003 boat was being sailed by *United Internet Germany*, which likes it so much they're going to convert it to a version 5 boat. *China-Team* inherited Frances' 2003 *Le Defi* syndicate lock, stock and both boats. Even the ledefi.com website now takes you to *China's* site. And so it goes.

All the Acts from here on out will take place in the America's Cup venue off Valencia. Acts 10 through 12 will take place next May through July. Act 14 (there is no 13 — sailors are a superstitious lot, you know), a fleet race, will kick off in early April, 2007. The actual Challenger Series begins April 18.

sailors

Like most of America, we're proud of the troops doing duty both at home and overseas. We realize that a number of folks who enjoy sailing San Francisco Bay are right now far from the wind and fog, doing their duty and keeping the spirit of freedom alive. Having been there, done that, we also know they're going to be thinking of home a lot with the approach of the holidays.

We'd like to recognize as many of these people as possible in our December issue. So if you have a loved one who sails — a father, mother, husband, brother . . . or just a valued crewmember — and who



in uniform

may or may not make it home for Christmas, please let us know. We don't need serial numbers, but name, rank and the boat he or she normally sails on would be cool. If you can tell us where in the world the person is, that would be better. (But don't break any 'classified' rules; we don't want to get anyone in trouble.) If you have photos of the person — either in uniform, sailing or both — please forward copies by mail or email.

In the December issue, we will compile the names and photos of all our 'fighting sailors' into a tribute, and a thank you,

continued middle of next sightings page

midwinter delight

Back East, the sailing season has ended. People have hauled their boats, pickled the engines and put them undercover until next spring. On this coast, sailors just keep on sailing. There are a few who even look forward to winter for its generally lighter breeze, less crowded water — and more dock space at Sam's.

Even racing barely skips a beat. In fact, in some fleets, there are *more* participants in the winter than in the summer. Consider some of the attractions of midwinter racing:

* There's generally less breeze and its therefore not as hard on gear. (Just to be straight on this — it *can* also howl as hard as any summer gear-buster.)

* Midwinter race series often generate more camaraderie. Several of them are weekend-long affairs with a nice party on Saturday night.

* Believe it or not, midwinter races can be warmer than summer

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Act 8, Day 3 — Alinghi leads Italy's 'Luna Rossa' around the top mark. Inset, in addition to match racing, the Acts have fleet races as well.



SIGHTINGS

midwinters — cont'd

events. We've taken our foulies off more in the winter than summer. (Again, it can also be colder than a witch's . . . well, you know.)

* Midwinter racing can be more cerebral — the wind is generally lighter and the currents stronger. It's more of a thinking man's game.

* Competition can be excellent. Many regular summer competitors keep their skills honed with midwinter racing, and the larger fleets (CYC, BYC, GGYC, etc.) can be as competitive as any summer event.

* Midwinter racing has been a convenient conduit for those new to sailboat racing to ease into the action. Spinnaker handling is a lot easier to learn in light air than heavy.

* If it's raining and/or blowing a full gale on race day — stay home.

Hey, it's only the midwinters, not the America's Cup!

* The races are generally short, lasting two to three hours most of the time — which puts you home well before dark.

* You don't have to get up at the crack of dawn to race the midwinters for the simple reason that there's usually no wind until around noon. Some crews just meet for a big brunch beforehand, and many don't bother to pack lunches.

* You don't have to sail every weekend. Most midwinter racing consists of one Saturday a month through March. If you want more, consider Corinthian YC's two weekend-long events in January and February, which come complete with raft ups and parties. If you *want* to race every weekend, just enter more than one series.

* Screaming and protests are — again, generally speaking — rarer during midwinter races. Like we said, it ain't the America's Cup, so why feed the ulcers?

* Much better chance of getting your picture in *Latitude* than during the summer, when our cameras are often seduced by the big, glitzy boats. In the winter, we tend to photograph more real people. (On that count, if you see a guy on a powerboat with a camera, be sure to smile and wave!)

* Venues vary from the main Bay to the Estuary to Santa Cruz to Lake Merritt, and from big boats to special midwinter events for small boats — something for everybody.

How does one get started in midwinter racing? Like Woody Allen observed, "80% of success in life is just showing up." If you're just starting out racing, our advice is simply to sign up with the club closest to you. If you're a bit timid about racing, choose an Estuary or South Bay venue, which are generally kinder, gentler series. For the best competition, sign up with one of the larger

continued on outside column of next sightings page

sailors in

from all of us to all of them.

Please forward all information to managing editor John Riise. You can email him

no remorse

According to author and marine communications guru Gordon West, as of January 1, applicants for general class



uniform — cont'd

at johnr@latitude38.com, or 'snail mail' to him c/o *Latitude 38*, 15 Locust Ave., Mill Valley, CA 94941.

for morse

ham licenses will no longer need to pass a Morse Code test. For you younger folks

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midwinters — cont'd

clubs for central Bay racing. Entry fees range from \$50 to around \$75 for the whole series, and you will need a PHRF certificate (call YRA at 771-9500 for how to get one if you don't have it already). Don't have a boat or not quite ready to race your own? Drop by the club on race day and make it known you're available. Like we said, the low-key, friendly atmosphere in winter will almost surely get you a ride.

Midwinter race dates and hosting yacht clubs can be found in the *Calendar* section of this issue, or get online. Almost all clubs these days have websites with entry information for all their yearly events. Give 'em a shout — and we'll see you out there!



The agony and ecstasy of midwinter racing. Above, waiting for wind at a BYC start. Below, sailing downwind up the Bay in a brisk Northerly at a CYC Mids.



SPREAD, LATITUDE/JR, INSET LATITUDE/ROB

SIGHTINGS

quest II comes back to life

"What's she worth?" It's a question we've been asked lots of times over the years. While we sometimes have a general idea of a yacht's worth if we're semi-familiar with the type of boat or fleet, we're not yacht brokers. (Well, actually one of us was for a while about 25 years ago). So we usually refer the questioner to someone who is.

But determining worth is not always easy for brokers, either, espe-

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morse no

who don't know what Morse code is, remember in the movie *Titanic* when the guys in the radio room were tapping out a bunch of 'dits' and 'dahs'? That's Morse code. (For you older moviegoers, when the poor bums trapped in sunken submarines started banging on the hull with



Comin' and goin' — *Champion of Champions* competitors (left) shared some of the same race course with *Masters Regatta* participants (center and right) last month. It might look like a nautical game of 'chicken' out there, but close calls are rare.

more — cont'd

wrenches, that was also Morse code.)

Thanks to SSB, Satphones and other improvements in communication, Morse code is no longer needed except in unusual cases. Thus its elimination in licensing. Many applicants considered it a form of legalized hazing anyway.

quest — cont'd

cially if the boat is something other than your typical Catalina 27 or Ericson 35. The market for some East Coast designs can be 'specialized'. Foreign-built hulls even moreso. But if you really want to flummox brokers, call up and tell them you have a 65-ft steel schooner that your father built up in the Delta, and watch them *not* come running.

That was the situation the children of John and Pat Walsh found themselves in earlier this year. Their father had passed away in 2002 and left them the boat he had built and launched in 1988. They didn't sail, didn't know much more about the boat and, oh yes, she'd been sitting, largely unattended, at her dock on Bethel Island for three years.

"What's she worth?" they asked.

One broker estimated \$25,000. Another reportedly recommended she be "taken to the breakers." Bill Hersey of Mason Yachts in Sausalito decided to go up and have a look.

What he found and what he felt were similar to what we found and felt when we first met the Walshes in 1991: A cruising boat that was so robust, so unique, and so far ahead of its time that, frankly, we'd rather go through a typhoon aboard her than the Navy destroyer we served on.

Fortunately, Hersey was just what *Quest II* needed: someone who recognized what an incredible boat she was and, more importantly, someone who could figure out how everything worked, and get it working again. (Bill's background includes a virtual lifetime of racing, doing deliveries and cruising, including several years in the South Seas aboard his own steel boat, the 76-ft ketch *Suvarata*.)

"John Walsh had it all up here," says Hersey, pointing to his head. "Beyond simple sketches here and there in the files, there were no instructions for any of the boat's systems."

And this boat has systems. Among them — all unique, in our experience, in a sailboat of this size — a compressed air system, which allows the use of pneumatic tools (safer and simpler than electric tools); a pneumatic fuel transfer system whereby you can switch fuel between, ahem, 16 separate fuel tanks to trim the boat; a rain catchment system designed into the main cabin; a crow's nest on the foremast from which you can drive the boat via remote control; a machine shop complete with lathe; and unheard-of corrosion control measures. The latter include triple-coating on every exposed surface with a heavy epoxy barrier coat and — get this — square tube framing that was hooked up to a vacuum pump, evacuated of air, injected with nitrogen, and welded shut. No oxygen, no rust. Although the boat had been sitting at the dock for three years, Hersey found next to no rust anywhere. And remember, this is a *steel* boat.

The list goes on and on. In 1991, Walsh told us he showed the boat to a lawyer friend, and the guy said, "I think you've got about 50 patents here!"

What did all this cost? "We stopped counting at \$3.5 million," Walsh once said.

Perhaps the only thing more unique than *Quest II* was Walsh himself. Australian by birth, he gravitated to the sea at an early age. He was, at various times, a merchant mariner, engineer and, for most of his last four decades, an internationally known big ship surveyor who listed Aristotle Onassis among his clients. In other words, Walsh had spent a lifetime

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LATITUDE/JR

SIGHTINGS

quest — cont'd

looking at what worked and what didn't. And he integrated a lot of what did into *Quest II*. (The first *Quest* was a 40-ft wooden ketch he built in Australia in the 1940s.)

Walsh moved to the Bay Area in the early '70s, and with his second wife, Pat, bought Bethel Harbor on Bethel Island in the Delta. One of the main purposes was to start building *Quest II*, but between the operation of the harbor and his continuing freelance survey work, which took him all over the world, the years started slipping by. Finally, in 1978, Walsh, who was then in his late 50s, began work on the modified Al Mason design that would become *Quest II*. It took 10 years to complete the boat, which was launched in 1988.

The first happy ending to this story is that Walsh got to enjoy his

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SIGHTINGS

quest — cont'd

creation. After launch, John and Pat 'sea-trialed' the boat by sailing to Mexico and spending a year cruising the Sea of Cortez. (Although they often sailed with friends, *Quest's* staysail schooner rig with roller furling on all sails allowed John and Pat to easily sail the boat themselves.) She returned to Bethel Island for some additional fitting out,

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COURTESY WALSH FAMILY

Quest for the perfect cruising boat (clockwise from below) — the main salon; adjustable steering station; 'Quest II' in profile; hidden cleats; cargo boom stores neatly on foremast; chain ratlines with welded step supports leads to crow's nest; one lever opens or closes skylights. Left, John Walsh, at 80, beside the boat's massive feathering propeller.



LATITUDE/JR EXCEPT AS NOTED

SIGHTINGS

quest — cont'd

then in 1991 headed south and west for an extended cruise of the South Pacific, Australia and New Zealand. On the outbound leg from Sydney in December, 1998, *Quest* encountered some ferocious weather. The Walshes shortened sail and continued to Hobart without incident. Only after arrival did they hear that the Sydney-Hobart racing fleet had been decimated by the same storm — 6 sailors dead, 55 rescued and 5 boats sunk.

Quest returned to Bethel Island in 2000, then headed north to explore the Pacific Northwest and Canada for six months. John and Pat departed the Bay again in 2001, this time bound for the Antarctic Peninsula via Chile. But John fell ill along the way, and they returned

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where the buoys aren't

When Tom Ochs felt a bump as he was racing his sailboat out of Mare Island Strait and into Carquinez Strait, he didn't think much of it. Things that go bump in the water are part and parcel of racing at the gateway to the Delta. A few minutes later, however, he looked below and saw his bilge boards floating.

Using "two bilge pumps and a cordless vac" to keep ahead of the influx, he nursed his Shock 35 *Somewhere in Time* back to

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Stan Honey will navigate for the 'ABN Amro' team in the upcoming Volvo Ocean Race. This is a few of the guys out for a daysail.

VOLVO TEAMS AT A GLANCE

ABN Amro 1 (Netherlands, skipper: Mike Sanderson) — ABN Amro, an international banking conglomerate, is backing two boats in this race. This is the professionally-crewed one. As the first VO-70 launched (in January), this syndicate has been practicing longer than anyone.

ABN Amro 2 (Netherlands, skipper: Sebastian Josse) — The 'JV' boat. None of the crew are older than 30, and all were selected via tryouts. Lots of enthusiasm, but little experience.

Brasil 1 (Brazil, skipper: Torben Grael) — This team is well-funded and skippered by five-time Olympic gold medalist Grael. The navigator is Adrienne Calahan, the only woman in this year's race.

Ericsson Racing Team (Sweden, skipper: Neal McDonald) — A Farr boat and sistership to *Pirates*. McDonald skippered the second place boat, *Assa Abloy*, in the last Volvo.

Movistar (Spain, skipper: Bouwe Bekking) — Last spring, this boat and crew took off on 'seatrials' to Rio de Janeiro, along the way posting a new monohull 24-hour record of 530 miles. With some 18,000 miles under the keel, they have by far the most time 'in the saddle' of any syndicate.

Premier Challenge (Australia, skipper: Grant Wharrington) — Financial troubles seem to have hamstrung this effort from the start. They are definitely the dark horse of the fleet.

Pirates of the Caribbean (USA, skipper: Paul Cayard) — This first American entry in the Volvo since 1997, the boat the crew calls *The Black Pearl* started late (the last 70 launched, only last August), but has lots of things going for it, including a former winning skipper and spare-no-expense backing from Disney, who will use the boat and race to promote the sequel

quest — cont'd

to Bethel Island. Walsh died on Memorial Day, 2002, at age 82.

Quest's second life began earlier this summer when Bill Hersey once again fired up her big Caterpillar engine and headed to Sausalito. Putting up the sails along the way, he was surprised at how well the 120,000-pound displacement boat sailed. "She's like one of those big Hawaiian dancers who's very light on her feet," he said.

Remember what we said about 'special' boats? *Quest II* was no exception. In three months on the market, only one person took the time to come and look at her. Fortunately, the wait was worth it. The second looker bought her on the spot. She is Denise Lahey, CEO of Oracle Mobile. Outside the corporate office, Lahey and her husband are heavily involved in environmental and education issues. Among her avocations is sailing. *Quest*, as it turns out, was the perfect vehicle for all three pursuits. Lahey, who is currently based in New Hampshire, intends to use the boat in the near future to take kids out and educate them about the marine environment. Sometime later, she plans to take John Walsh's amazing creation back out where she belongs — cruising the oceans of the world.

all aboard for the volvo

If you think the holidays are a busy time for shoppers and retailers, you should see the beehives of activity at the compounds for the seven entries in the upcoming Volvo Ocean Race, the round-the-world crewed event which starts November 5 in Sanxenxo, Spain. As this was written, two weeks before the start, it was hard to tell who was more exhausted, the crews sea-trialing the boats or the shore crews doing last minute modifications and final prep on them. In many ways, it will be a relief to finally start and have a little time to relax.

Well, at least for the shore crews. There's not going to be much downtime aboard the Volvo 70s, all brand new boats built just for this race. In case you're just tuning in, the 70s replace the former Volvo 60 class and, unlike their water ballasted predecessors, employ every go-fast trick in the book including water ballast, canting keels and forward canards (daggerboards). They are faster, more powerful and more difficult boats to sail — and will do so with two less crew than the 60s (10, down from 12).

At a press conference last month, Paul Cayard, skipper of the last-minute entry *Pirates of the Caribbean* (the boat was just launched in August) addressed some of the new technology, differences between the new and old boats (he won the '97-'98 version of this race on the VO-60 *EF Language*), and what it's going to take to win. Here are some excerpts from that event.

On the physicality of the new boats: "These boats are very physical. They are basically the same size and complexity of America's Cup boats — but those boats are sailed by 17 people and they only have to do it for two hours a day. We have to sail this thing for 24 hours for 3 weeks with 10 people. So this is a gymnasium. You want to go to the gym? Sign up for one of these."

On the technology: "It's the future of sailing, the canting keel and canards. I think we're going to learn a lot as we do the race. We've been experimenting recently with the board up, board down, half a board, what angle do you need . . . ? There's just a lot to be learned."

On the learning curve: "Right now, everybody's operating at probably 30% of the potential of this class. By the time the race is over, the winner will be at 75 or 80%. Anytime you run a game that is brand new, the biggest gains are the first time you run the game, whether it's Formula 1 cars or sailboats. So I think the team that wins this race will be the team that can constantly evolve and improve their boat toward

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ABN AMRO

SIGHTINGS

volvo — cont'd

that 80% figure.”

On the biggest competition: “I think the obvious thing to say is that *Movistar* and *ABN Amro* have got the most time in the boats and they should be first and second when we race inshore. They should have a lot of things sorted out.”

On the disadvantages of starting late: “Starting last is not the ideal way to prepare for a race like this, and it’s further complicated by the fact that we have a new class of boat. A realistic aspiration is to have the *Pirates* competitive by Rio. The strategy is not to fall too far behind in the first three legs while we develop the potential of our boat. But I wouldn’t be doing this race if I didn’t think we could win.”

The race course for the Volvo is 33,000 miles long. There are nine

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missing buoy

the Vallejo Yacht Club, then arranged an emergency haulout at Vallejo Boatworks next door. What he saw that evening in late June gave him the willies: a 2-foot gash below the waterline.

What caused the near-sinking was the wreckage of G “1,” the minor light at the entrance to Mare Island Strait. (A minor light sits on a permanent structure affixed to the bottom or the shore, and its location is precise, as opposed to a buoy, which moves around with the tides and currents.) In August, 2004, the light,

Indian summer sailing (clockwise from here) — ‘La Maja’ ghosts past the ghosts of The Rock; ‘Magic’ coming at ya; Lasers on ‘stun’; ‘Aneisa’ making a splash; ‘Eagle’ showing her colors.



— cont'd

attached to a piling embedded in the bottom, was carried away. It was rebuilt in December, but disappeared again in February 2005.

This time, it might be awhile before it gets put back in place. In the meantime, a lighted buoy, G "WR1" does double duty — substituting as the channel marker, and also marking the wreckage of the fixed light.

The wreckage lies just below the surface, and uncovers at very low tides.

continued middle of next sightings page

volvo — cont'd

legs: *Leg 1* — Vigo, Spain, to Cape Town (6,400 miles); *Leg 2* — Cape Town to Melbourne (6,100 miles); *Leg 3* — Melbourne to Wellington (1,450 miles); *Leg 4* — Wellington to Rio (6,700 miles); *Leg 5* — Rio to Baltimore/Annapolis (5,000 miles); *Leg 6* — Baltimore/Annapolis to New York (400 miles); *Leg 7* — New York to Portsmouth (3,200 miles); *Leg 8* — Portsmouth to Rotterdam (1,500 miles); *Leg 9* — Rotterdam to Gothenburg, Sweden.

Like the boats, this is a completely new course. Scoring for the ocean legs will be high-point (the first of the seven boats to finish each leg gets 7 points), with extra 'bonus points' awarded for passing through five optional 'gates' along the way. Also new this time: there will be in-port fleet racing at some of the venues which counts in the overall stand-

continued on outside column of next sightings page



ALL PHOTOS LATITUDE/JR

SIGHTINGS

volvo — cont'd

ings. Winners of these outings get half a point for every boat they beat (so the top boat would get 3.5 points), which amounts to about 20% of the total score. As mentioned last month, the buoy racing angle had led to some interesting strategies, one of which is to bring in special personnel just for the buoy races. Bay Area superstar John Kostecki is one of these 'hired guns.' Kostecki, winning skipper of the last Volvo (aboard the VO-60 *illbruck*) will sail for the Swedish *Ericsson* team on the in-port races only. As mentioned last month, the other major Bay Area player in this year's Volvo is Stan Honey, who will bring his considerable navigation skills to the Dutch *ABN Amro* team.

Good luck to all the teams. We'll be following the Volvo in these pages as well as periodically in *Lectronic Latitude* (www.latitude38.com). In the meantime, check in for the latest updates at the race website, www.volvoceanrace.com.

missing buoy

That's unusual said Chief Petty Officer Steve Elsasser, who is the Coast Guard's officer in charge of aids to navigation in the Bay Area.

"Ninety percent of the time," he said "when an aid gets struck, it falls all the way down."

'G-1' is not alone. Elsasser said there are 10 such casualties in the Bay Area, each one costing \$20,000 to \$40,000 to restore. The work is usually let to civilian contractors, but the current Coast Guard budget for such repairs is fully committed, so the restoration will have to wait.



— cont'd

Elsasser cautions that the temporary buoy, like any buoy, moves around. Typically, a buoy's anchor chain is 1.5 to 2 times the water depth at mean high water. In 30 feet of water, for example, and with a 2:1 scope, the buoy moves around in a 100-foot-diameter circle.

"Honor your channel," he advises, "and if you see one of these little foam buoys, give it a wide berth."

Tom Ochs, once he gets his boat back from the repair yard, plans to do just that.

— w.j.m. fordyce

big tri to try for hawaii record

By the time you read this, one of the biggest, fastest boats on the planet will have arrived in San Diego to start prepping for an attempt on the TransPac record. She is the 120-ft trimaran *Geronimo* which arrived stateside fresh off setting a new round-Australia record in July.

If you've followed the maxi-multihull circuit at all, you will know that *Geronimo* is the brainchild of flamboyant Frenchman Olivier de Kersauson. Highlights of his resume include no fewer than six attempts with two different boats (*Geronimo* is one of them) at the Trophee Jules Verne — the nonstop round-the-world sailing record. He succeeded once, in 1997, and held the record for five years.

If this is old news to you, you will also know that de Kersauson has an almost fanatical obsession about bettering any sailing record set by countryman Bruno Peyron. He hasn't come out and said it, but we think it's one of the main reasons he will try for the TransPac record. The current mark for the 2,215-mile course from Los Angeles to Honolulu (not 20,215 as noted in the *Geronimo* website) is 5 days, 9 hours, 18 minutes, set by Peyron in 1997 aboard what, by modern standards, is an old, small crude boat: the 86-ft catamaran *Explorer*.

Geronimo, launched in 2001, is a second generation maxi-multi — bigger, faster and better funded by sponsors Cap Gemini-Schneider Electric.

With any sort of wind at all, and assuming the boat doesn't break, the TransPac course record doesn't stand a snowball's chance. The crew of *Geronimo* could sleep the whole way over and still beat *Explorer's* mark. (And just to clarify, this will be a single-boat attempt and not part of any organized race.)

We think that would be a great thing, because it might encourage other maxi-boats to come to the West Coast for a whack at it themselves. Particularly Peyron, who launched the world's first and so far only third-generation maxi, the 120-ft cat *Orange II*, just last year. Almost right out of the box, she set a new day's run record of 706.2 miles in 24 hours, and earlier this year she obliterated the Jules Verne course in 50 days, 16 hours, 20 minutes. At the moment, she is the fastest oceangoing sailboat ever built.

Kersauson has not announced a date for *Geronimo's* TransPac record attempt, but has said that there will likely be several Americans among the crew. We'll let you know more when we do.



Spread, the 120-ft trimaran 'Geronimo' could set a new TransPac record soon. Inset, Olivier de Kersauson.

VINCENT CURTIC/HET/CGE&Y ELECTRIC/DPPI

SIGHTINGS

short sightings

BAY AREA — The Bay Area, along with much of the sports world, was in mourning last month over the unexpected death of beloved sportscaster Bill King. King, 78, died in a San Leandro hospital on October 18 of a pulmonary embolism — a blood clot which developed after surgery the previous week to repair an artificial hip.

"Bill King was a man of many passions," noted fellow sportscaster and former NFL coach John Madden. "Painting, fine dining, ballet, anything he did, he really got into it." One of the things he really got into, for a number of years, was sailing. While the sports world will long remember Bill for the color and class he added to basketball's Warriors, football's Raiders and baseball's Oakland A's, there are some, including Bill's family, who will remember the passion he once had for sailing.

"In the '60s, we were living on a 32-ft yawl named *Hurricane* in Sau-

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three hour tour

The Polar Challenge is an annual shorthanded race which departs Sydney Harbor, goes around a line of longitude, and back again. Total distance: 24 miles.

During the last one in July, the 46-ft cat *Incinerator* capsized. The crew were rescued by the Australian Coast Guard, but the boat could not be recovered at the time and later could not be found. Last month, a ship ran across her and took the photos at right. Interestingly, she was flipped upright again at some point. And with no plans for recovery, that's appar-

Old dogs, new tricks — action was hot and heavy at the Masters Regatta (skippers over 60, crew over 45) last month. Read all about this annual homage to sailing's elders later in this issue.





The Chamberlin 46 'Incinerator' (above, shortly after launch in 2004) flipped near Sydney in July. She was spotted last month some 800 miles away (center and right), upright, dismantled and sporting her very own ecosystem.



LATITUDE/JR

salito before anyone had even invented the term 'liveaboard,'" says John Stephens, a well-known local rigger now working with South Beach Riggers in Sausalito. John's mother moved the family (including sister Kathleen) aboard after marrying King. There was rarely a dull moment with a stepfather like Bill King around. John remembers going to games with Bill and meeting guys like Wilt Chamberlain.

On the sailing side, King sold the little yawl and in 1970 bought *Varuna*, a beautiful 44-ft Alden ketch. John remembers sailing that boat all over the place. "There were trips to Hawaii, to Canada . . . lots of daysailing. When we were kids, the annual vacation was to gunkhole down the coast — Santa Cruz, Moss Landing, Monterey, Stillwater Cove, then back up to the Delta. We did that for years."

As other work and other passions took hold, King didn't sail as much. "I can understand why most people wouldn't know about Bill's sailing," says Stephens. "That boat hasn't left the slip in 20 years."

Our condolences to John Stephens and the rest of the King family.

SOMEWHERE OUT THERE — *Dragon Spirit*, an O'Day 40, remains missing in action at this writing.

Blair and Marian Thomson headed out of Victoria, BC, on September 14, bound for San Francisco on the first leg of an intended cruise around the world. As is often the case with boats traversing this route, it was feast-or-famine wind-wise. The first few days, there was virtually no wind at all. Then it filled in to an ideal 15 knots for a day. Then it started blowing, really hard. By September 20, the Thomsons and their crew, Bev and Dave Carter of Nanaimo, were about 50 miles NW of Eureka, hove to in 35-40 knots with gusts to 50 and 15-20 ft occasionally-breaking seas. As conditions continued to worsen, the boat was unable to maintain a hove-to position and kept falling off to lie abeam. The forecast indicated these conditions would last another three or four days.



'Dragon Spirit' adrift.

The Thomsons and Carters, exhausted and feeling their lives were at risk, finally put out a *mayday*. They were rescued about 6 p.m. by a Coast Guard helicopter and flown to Eureka.

Thomson had buttoned the boat up and intended to retrieve her when the weather finally abated. With assistance from the Coasties, they plotted a likely drift pattern for *Dragon Spirit* in the hope of locating her by air.

Two expensive days of air searching turned up nothing.

On October 6, the research vessel *Nord Sound* sighted *Dragon Spirit* 500 miles almost due west of Point Conception. Her stormsail was still up and she looked to be in good shape (photo above). Unfortunately, the expense of recovering — or even refinding — a boat out that far was prohibitive.

We were unable to reach the Thomsons directly before presstime, but learned through contact Ron Kolody of Vancouver's Blue Water Cruising Association that they still hope to recover the boat. Their best strategy now seems to be to wait until she shows up again closer to land. That will most likely be near Hawaii sometime in December.

In the meantime, anyone with any further information on the boat is asked to contact Ron at ve7bgk@arrl.net or the Coast Guard at (707) 839-6113.

THE LOSS

Thanksgiving at the Silverwood home in San Diego is going to be a particularly poignant holiday this year.



John and Jean Silverwood.

John and Jean Silverwood and their four children will take stock of all that was lost, and all that was found, on a dark night in June when their 55-foot catamaran slammed into a South Pacific reef — and their 18-month cruise turned from dream to nightmare.

For John Silverwood, a 50-year-old real estate developer, the dream began in Florida in March of 2003 when he took possession of a Lagoon 55 catamaran named *Emerald Jane*. He'd checked out the larger, newer Lagoon 57s at the Miami Boat Show, but had chosen the 1991-built 55 because, as a forerunner to the 57, she was built extra heavily using extensive kevlar and epoxy along with carbon fiber. She proved an excellent choice for Silverwood, his wife Jean, 47, and their four growing children: Ben, 13, Amelia, 12, Jack, 7, and Camille, 3. After purchase, John sailed the boat from Florida to Long Island Sound, and after a brief visit with Jean's family there in September, the family took off down the East Coast for the beginning of a several-year cruise. The short-term goal was Australia, with a loose plan to continue on around the world.

The first years of the cruise were a dream come true for John and Jean: visits with many friends and relatives at stops along the East Coast and Caribbean, scuba diving in the Virgins, stops at the site in St. Vincent where much of *Pirates of the Caribbean* was filmed — and the tiny island in the Little Tobago Cays where Johnny Depp's 'Captain Jack Sparrow' was marooned. Silverwood could even look back and chuckle at his mistake of leaving Aruba for Panama and getting caught in a terrific storm. "It wasn't until after the fact that I read in Jimmy Cornell's book that I should have waited. That particular passage is one of only two places in the book where he actually uses the word 'notorious!'"

ALL PHOTOS COURTESY JOHN AND JEAN SILVERWOOD

Emerald Jane took it all in stride, each passage seeming to reconfirm what a good choice she had been. The only

was a buddy boat they'd been cruising in company with since the Chesapeake. John admits to an initial hesitation to

"It's up to you to save this family."

real problems they had for the first two years were those any cruising boat has — a glitchy autopilot, a generator that gave up the ghost, etc. John says it was wonderful to see the kids adapt to the cruising life and get in tune with the boat. In fact, by the time they reached the Pacific, then 8-year-old Jack was one of the best helmsmen aboard.

In the Pacific, they took a three-week car trip through the Andes of Ecuador, rode horses through a sleeping volcano on the island of Santa Isabella, and visited the magical island of Taha Mata, a place that so enchanted Bernard Moitessier that he named his last boat for it.

strike up a friendship with the nice folks aboard the London-registered 67-ft ketch *Fruity Fruits* — because of her name. But it was impossible not to like Steffan and Carolyne Van Zwaim and their twin teenagers, Stephanie and Jason. Once Steffan explained that *Fruity Fruits* is a European expression meaning 'abundance', they all had a big laugh about it.

It turned out the crew of *Fruity Fruits* were in Norfolk preparing for a November crossing to Bermuda, so the two boats agreed to meet up there. Then the next stop, and the next. After awhile, as the friendship deepened between both the adults and children, the Silverwoods and

Adding to the fun the whole way

Below, better days. 'Emerald Jane' (with Ben, Camille and Jack on the tramp) at anchor in Moorea.



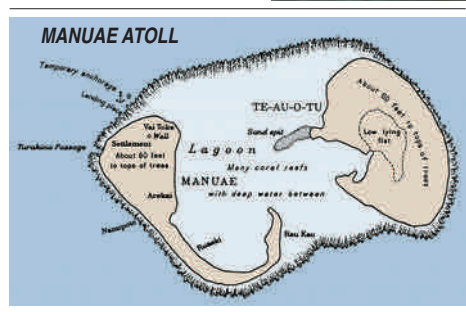
OF EMERALD JANE

Van Zwains began planning almost every passage and destination around ending up together. And so it went, on through the Caribbean, Panama and into and across the Pacific.

In January, 2005, John and his family left *Emerald Jane* at the Carenage in Raiatea and flew home to San Diego. The idea was to 'recharge the batteries' and put the kids back in school for a semester — not to mention give Jean a break from home schooling!

John flew back to Raiatea in early June to complete some maintenance on the boat. When the rest of the Silverwoods arrived several weeks later, she was ready to go. On the morning of June 24, they cast off the lines and headed west: destination, Australia.

John Silverwood is about as experienced a cruising sailor as you'll ever meet. He has



sailed since he was 11, starting in Skipjacks on the Chesapeake. When he was 19, he bought a 36-ft yawl and sailed her down the East Coast to Florida,

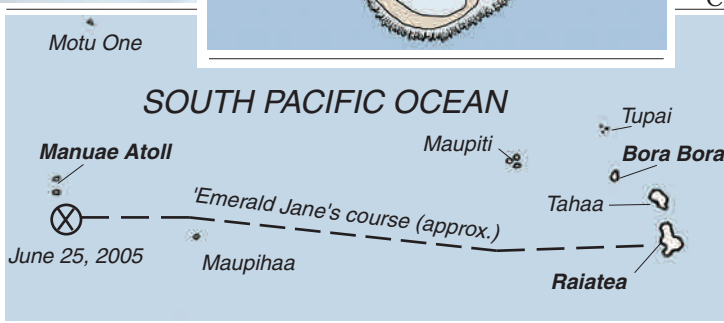
The morning after — wave action rotated the boat 180 degrees during the night. Fortunately, 'Emerald Jane' was insured.

the Bahamas, Jamaica and Mexico. He made similar passages in a later Ohlson 36, and then a 31-ft Brown Searunner trimaran that he built himself. Since moving

Emerald Jane hit the reef about 7 o'clock. John and Jean were below. The only warning they had was a slight thump a second before the big cat came to a loud, grinding halt. John says you could feel parts of the boat starting to break almost immediately. Within seconds, both hulls were flooding. Within minutes, he knew the boat was lost.

That doesn't mean he didn't try to save her. One of the engines had been running when she hit (to charge the fridge) and he quickly got the other going. But the swells from behind were relentless, pushing the boat ever farther onto the coral, and she wouldn't back off under full power — even after he cut the genoa sheets. After only a few minutes, water flooded and killed both engines. Worse, the waves made quick work of Jane's 14-ft inflatable dinghy, breaking it loose from its davits aft and jamming it and its outboard irretrievably under the boat.

Panic ensued for a few moments until John assured his family that they would be okay, and started giving out assignments. Jean managed to get off a single *mayday* on the SSB before all the electronics on the boat went dead. They couldn't find the handheld VHF



to San Diego in 1985, the Silverwoods have sailed mostly charter boats out of San Diego Yacht Charters.

With all his cruising background, Silverwood is a careful navigator. He notices things like when his GPS put one South Seas island six miles away from its charted position. So when Manuae Atoll in the Society Group loomed into view just before sunset on the 25th, he double-checked its position, then altered course a little south so as to give the place an extra-wide, extra-safe pass.

As darkness fell that Saturday, the second night out, they were sailing almost dead downwind under jib alone (the main had been dropped earlier in the day due to a troublesome pin in the boom gooseneck). Under autopilot, *Jane* was making about 7 knots in 15-18 knots of



THE LOSS

in the dark. And the Iridium phone proved ineffective, as reception was spotty in mid-Pacific. The phone was later dropped, putting it out of commission permanently. The Silverwoods' last line to rescue was their 406MhZ EPIRB, which John activated. Then he and Ben set about assessing the situation while Jean looked after the smaller kids.

Flashlights revealed a reef as far to either side of the boat as their beams



Above, 'Fruity Fruits'. Above right, 'Emerald Jane' transits the Panama Canal.

would reach. Silverwood didn't know if the tide was in or out. He knew he had to prepare to abandon the boat, but that deploying the Switlik canister liferaft would be tricky. He couldn't put it behind the boat or beside it, because that's where the waves were breaking. He couldn't put it in front of the boat because the coral would either pop it or slice through the painter. So they pulled the lanyard and inflated it on the forward net, hoping that *Emerald Jane* might eventually get driven over the reef and into the deeper, calmer water of the lagoon on the other side, where the raft could be used.

Within 15 minutes of hitting the reef, the boat that had safely sailed the Silverwood family thousands of miles was starting to come apart. John stationed his family on the starboard side. It was too dangerous to go below anymore. Every 7th or 10th wave would break right over the boat and flood the cockpit and interior. The whole structure was shak-

ing violently.

The next time Ben and John went forward, it was to tie the liferaft to the net in such a way that it wouldn't be blown

away by wind or dislodged by waves, yet it would be easy to untie quickly.

They never got there.

The next thing John knew, he was lying on his back on the foredeck, pinned under the fallen 79-ft mast ("We never heard a thing until it was down.") and in incredible pain. He looked up to see his son Ben's face hove into view, covered with blood. Then he looked under the mast to see that his left leg had been severed between the knee and ankle.

"I kept telling everyone I was going to be okay," he recalls. But he didn't believe it himself. He was firmly caught under the mast, and every time a big set of waves came, he had to hold his breath as they passed over. Ben (the cut on his head, though a bleeder, turned out to be

The three kids in the center of this photo are Camille, Jack and Amelia Silverwood. At right are Stephanie and Jason Van Zwaim of 'Fruity Fruits'. The little ones at left belong to Captain Rogers, pilot of the rescue helicopter.



minor) retrieved some line, and he and John were able to tie a makeshift tourniquet around his leg to stop the bleeding. But John couldn't get out from under the mast, even with Jean and Ben doing everything they could to lift it clear.

As shock began to set in, John felt woozy. The Silverwoods are a religious family, and they held hands and prayed together, even as the waves washed over them and the boat went to pieces beneath their feet. At some point, says John, a calm came over everyone, and with it a resoluteness that they were going to get through this thing.

Then John told Ben, now 16, "It's up to you to save this family."

("He grew 5 years older in about 30 seconds," recalls John.)

And take charge he did, ordering the little kids off the pitching forward part of the boat to the relative safety of the starboard side, and forbidding his mother to go below, or even into the cockpit where the main boom was doggedly trying to destroy the boat's large bimini.

Ben and Jean renewed their efforts to free John. The combination that finally worked: Ben lifting from the coachroof, Jean pushing up with her legs from the trampoline, John using the last of his waning strength — and a particularly big wave that rocked the boat at just the right moment. The mast finally budged enough to free him.

Ben immediately set about rigging a proper tourniquet — which he'd learned to do several years before in Boy Scouts. Then they moved John and what remained of his leg aft, to the part of the boat that seemed least affected by the waves and pounding. (The bone and muscle of the leg had been sheared through, John thinks, by the trailing edge of the lower spreaders. The limb remained attached only by a few shreds of tissue.)

In times of stress, the mind can play tricks. About midnight, Ben and Jean saw a light on the horizon, and, thinking it was a ship coming to rescue them, fired off several flares. Instead, it turned out to be the tip of a rising quarter moon. As the moon continued to rise, their disappointment was replaced with light: the overcast was breaking up and the moonlight, though dim, revealed more details of their predicament — and possible salvation. For one thing, it was obvious the tide was going out because more of the

OF EMERALD JANE



Ben Silverwood leads his sisters out to the French rescue helicopter on Manuae Atoll.

reef was visible. For another, Ben spotted an area about 200 yards from the boat that looked relatively dry, with no waves breaking on it. He gathered his younger brother and sisters together, had them grab cushions and other items to sit on, and walked them over the reef to that safe area. Once they were as settled as they could be, he returned to the boat.

The next order of business was to get John off the boat, which continued to disintegrate around them. Just moving around on the broken, lurching boat was difficult. Add in broken bulkheads and jagged, flailing bimini supports and staying aboard was becoming an increasingly dangerous proposition.

The mast fell because the structure involving the headstay had failed.

John's sure it was lost headstay tension, because both of the bows were actually breaking off. When the capshrouds started pulling the mast backwards at the truck, the deck-mounted mast base shot forward. In addition to hitting John, the mast had wedged the Switlik raft in place on the forward net (and popped its inflatable canopy). But the continual breakup of the boat finally 'freed' the raft.

Because there was still water around the boat, and the wave action was lessened by the outgoing tide, Jean and Ben formulated a plan to float the raft aft alongside the boat to where John lay, then get him into it. It worked, although waves capsized it once, dumping the raft's provision bag. They righted the raft, got John into it, said their good-byes to *Emerald Jane* — and began walking over the reef to where the kids were, towing the dinghy and being careful it didn't get popped.

Upon arrival near the kids, they found a small, protected pool in the reef where they could park the raft so it could float safely and not hit the coral. Amelia, now 14, was charged with keeping the raft in place. Although John never lost consciousness through the whole ordeal, by this time he was cold and shocky, so Jean got some of his clothes off, as well as most of hers and 5-year-old Camille's, and they wedged in next to John to try to warm him up.

Meanwhile, Ben and brother Jack, now 9, used glow sticks to search the reef for useable flotsam. The family had eaten dinner right before the boat hit the reef, so none of them were really hungry, but Ben knew John was dehydrated and needed fluids. He was able to recover some water and a Diet Coke from the reef.

Sunrise at 6 a.m. revealed the full extent of their plight. They were about seven miles SSW of Manuae Atoll proper (estimated position: 16°35'S, 154°40'W), and the reef they hit stretched as far as they could see in either direction. First light also revealed, way off in the distance, a multi-engine jet. It turned out to be a French military aircraft that was responding to their EPIRB signal. Ben again fired flares, and the plane immediately changed course and passed low over them.

As mentioned, the Silverwoods were without a radio. But as soon as they were spotted, the plane radioed the atoll. Manuae is a turtle sanctuary, and no one is supposed to live ashore, but it was well known that a Polynesian fisherman and his family had set up housekeeping there. Luckily, he had a radio. It was an emotional moment for the Silverwood family when the man and three of his teenage sons appeared in their 20-ft open boat.

The ride to Manuae took 45 minutes. When they arrived about 9:30 a.m., they were greeted by the man's wife, Diane (the only name Jean recalls) and the rest of his 16 children — really! Although the Polynesian family spoke no English and the Silverwoods spoke no French, important matters like getting the shipwrecked cruisers fed and into dry clothes were taken care of. Diane even gave them necklaces made of black pearls. "Their generosity was unbelievable," says Jean.

At noon, a large French military helicopter landed. Along with a pilot and co-pilot, there was a doctor and nurse aboard, as well as a rescue diver. John

THE LOSS OF *EMERALD JANE*

was given morphine and hooked up to IVs, then all six Silverwoods were loaded into the helo and flown to Bora Bora. (The helo had taken off from Tahiti but refueled at Bora Bora.) In order to get John to the hospital in Tahiti as quickly as possible, in Bora Bora, he and Jean were transferred to a small military jet. The kids — looked after by Ben and the helo crew — followed later in the helicopter.

The full impact of John's injury did not hit Jean Silverwood until they arrived in Tahiti about 4:30 p.m. She knew the injury to his leg was very serious, even life-threatening. But it wasn't until they landed and she was trying to converse with the pilots and ambulance personnel — again, few of whom knew more than basic English — that she really became alarmed. "Everyone was telling me, 'It's okay, it's okay', but you could see on their faces that they didn't mean it," she remembers. Then one nurse, doubtless trying to help, communicated that the tourniquet was bad for John's heart and John's entire leg. . . "Off! Off!"

Communications improved upon arrival at the hospital, where an official from the U.S. Consulate was there to meet them. But the news he translated didn't seem much better. The leg wound was severely infected, which was putting a huge strain on John's kidneys, which were showing signs of shutting down. (If he had shown up even two hours later, doctors said he could not have been saved.) He needed emergency amputation surgery to save not only what remained of his leg, but his life.

By the time John was rolled into emergency surgery, Jean had been checked into a room of her own, sedated for a panic attack.

From there on, things finally started to get better. The helicopter crew eventually showed up with the kids. The minor cut on Ben's head was treated with a full head wrap, which amused everyone. Thankfully, everyone else was okay.

Other consulate officials appeared and escorted the kids down to the quay where *Fruity Fruits* was tied up. Once they were settled aboard with the Van Zwaim kids, Carolyne headed to the hospital, where she spent most of the night at Jean's side.



The Silverwood family at an awards ceremony held for their rescuers in Tahiti. Ben, at left, is up for a medal of his own. He will receive the Honor Medal with Crossed Palms, the Boy Scout equivalent to the Medal of Honor.

John came out of surgery after five hours with a good prognosis. One of the surgeons explained he was in 'Re-Animation' (their name for ICU), that his kidneys had rebounded and that he was doing well.

From that point, it was basically logistics on how to get home. No attempts were made to return to the wreck site to salvage anything from *Emerald Jane* for the simple fact that, by the time they flew over in the helicopter, there was almost nothing left of the boat. "At best, 20 percent of the boat was left," says John.

John spent the next 10 days in the hospital in Tahiti, with the exception of an afternoon when he appeared in a wheelchair at an awards ceremony for the helicopter crew who had rescued his family. On July 7, he began a 'hospital-hospital' transfer aboard a commercial jet bound for California. (Jean was thrilled to find that this was covered by the family's Platinum Mastercard under a plan called 'evacuation and repatriation'. It included a U.S. nurse being flown down to accompany John. The plan is apparently not available under the Gold Mastercard.)

From LAX, an ambulance took John to Scripps Memorial Hospital in La Jolla, where he stayed for two more weeks. Among the work done to him was a second amputation — this time above the knee — to make the eventual fitting and use of a prosthetic easier. Infection, always a problem in massive wounds, necessitated a third major surgery to once again clean the wound and 'irrigate' the bone with antibiotics.

John finally went home on July 25, exactly a month to the day after *Emerald Jane* hit the reef. Friends had been staying in the Silverwood's house, so the move back home was accomplished quickly and easily.

At this writing, the kids are back in school and the shore-bound family routines are in place. But things are still far from normal. When we began our interviews with John in September, he had just started

fittings and physical therapy for his prosthetic leg — a painful process that can take up to six months. He was also having trouble with feelings of guilt for putting his family in such a dire situation. Before we started talking, he had not discussed it much with anyone outside the family.

So what did go wrong that day? John and Jean admit that they are still mystified. According to the charts they had, they were clear of any reefs in that particular area and, as mentioned, had swung slightly south when Manuae was sighted in order to give any fringing coral a wide berth. The only thing John can figure out is that they might have been set north by current. With the autopilot steering an almost due-west course (though not tied into the GPS), they could well have been pushed several miles north over the course of June 24-25, especially after being slowed down by the broken pin in the boom gooseneck.

What's next for the Silverwoods? For the foreseeable future, they plan to settle back into life ashore. John needs to get well physically and mentally. In the longer term, there will certainly be more sailing in local Southern California waters. Way out on the horizon, the possibility of cruising again is definitely there (although young Jack stipulates, "Not around any reefs!") They are still in daily email contact with *Fruity Fruits* and other cruisers they met along the way.

"I'm really taking things day by day," says John. "But yeah, I do catch myself thinking about it. You know: cat or monohull, the best way to run sheets, that sort of thing. I guess I can't help it. It's in my blood."

— latitude/jr



Jack London Square Marina

An Almar Marina



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SANTANA'S

Two hundred 'friends and family' attended a special birthday celebration last month. The guest of honor was the



COURTESY KAPLAN FAMILY

The Kaplan family: Sarah, Chris, Erica and Paul.

55-ft schooner *Santana*, one of the most revered classic yachts on the West Coast — to both sailors and nonsailors. And therein lies a story.

It was way back in 1934 that California oilman W.L. Stewart walked into the offices of Sparkman and Stephens and commissioned a state-of-the-art racing schooner. The way the story is told, Olin Stephens — at 25 already showing the glow of genius that in a few years would give the world such legendary craft as *Stormy Weather*, *Bolero* and *Ranger* (and had already given it *Dorade*, launched in 1930) — tried to convince Stewart that yawls were the way of the future. But oilmen can be stubborn — it had to be a schooner, Stewart insisted. So a schooner it was.

Santana was built at the Wilmington Boat Works in San Pedro of mahogany over oak frames. She was launched on October 24, 1935, and almost immediately showed both the pedigree — and the foresight — of her designer. *Santana* showed her heels to most other schooners of the day, but in her first major ocean race, the 1936 TransPac, *Santana* took second in division and overall — to *Dorade*. Undaunted, Stewart put her on the deck of one of his tankers (a stunt unprecedented at the time) and shipped her to Newport, Rhode Island for the 1939 Bermuda Race. She won the schooner division, but overall honors went to *Baruna*, another S&S yawl.

Stewart sold the boat the next year. (He later went back to Sparkman and Stephens, this time listened to Olin, and got the world-beater he wanted, the 67-ft yawl *Chubasco*.)

The next phase of *Santana*'s life made her more enduringly famous than if she'd won every race she ever entered. It is known among *Santana*-philes as "the Hollywood connection."

The boat's second owner was Charles



Isaacs, a San Diego millionaire who was married to Eva Gabor. He sold her two years later to actor George Brent, who finally did what Stewart's pride wouldn't let him — change her to a yawl. The boat's original mainmast was moved forward to become her 'new' mainmast. It was a tad on the short side compared with other yawls of the day, so she was still no racing grayhound in Southern California. But it proved ideal in later years when she came north to San Francisco Bay.

But let's not get ahead of ourselves. Continuing what had become something of a Tinseltown tradition, Brent sold her to Ray Milland in 1944. He didn't even have her a year. Dick Powell and June

Can we have this dance? 'Santana' is easy to handle and a lovely sight under sail. Inset, Bogie and Bacall aboard.

Allyson were next, owning her barely a year — making it an even 5 owners in her first 10 years.

It was *Santana*'s sixth owner who cemented her legend. In December of 1945, Humphrey Bogart acquired the boat. Without taking away from the many other owners who have sailed, preserved and loved *Santana* over the years, the decade that Bogart and his wife Lauren Bacall owned the boat is the era that stands out in most people's minds when you mention *Santana*. Owners may come and owners may go, but *Santana* will forever be best known as 'Bogie's boat'.



Erica (left) and Sarah hit the bottle at 'Santana's 70th birthday and rechristening celebration.

Bogart was an enthusiastic sailor and racer, spending upwards of 45 weekends a year on the boat and campaigning her all around Southern California. He also spent many a weekend aboard *Santana* at Catalina, drinking with friends and dining on illegally-caught lobster. Although Ms. Bacall sometimes came along, he is said to have preferred stag cruises. "The trouble with having dames along," he once observed, "is that you can't pee over the side."

When Bogart died in 1957, a model of *Santana* was displayed in place of his casket at his memorial service, as stipulated in his will.

Santana's Hollywood connection died with Bogie. And so did long-term ownership of the boat, at least for a while.

Willis Short, an interior decorator, bought *Santana* from the Bogart estate in 1957 and made some weird changes below involving plastic panels with seahorses on them. He sold her to retired general Wally Nickell in 1960. We can thank the general for bringing her to San Francisco Bay, where she's been ever since, and for hiring Bay wooden boat legend Babe Lamerdin as boat captain. The first thing Babe did was make the seahorses disappear and put the interior back in proper yacht trim.

In 1966, William Solari bought the boat and put her back on the race track,

even though, by that time, *Santana* was getting a bit long in the tooth for racing. The CCA rule under which she'd competed for so long was giving way to IOR, an inhospitable environment for old, full-keel wood boats.

Solari did a few Mexico races and Big Boat Series with her, and though podium finishes were rare, she still acquitted herself well against such then-new gold-platers as *Audacious* and *Kialoa II*. The twilight of her racing career came in the late '60s when Solari took her back to the East Coast for the '68 Bermuda Race. Hopelessly outclassed by newer craft, *Santana* turned in a forgettable performance. But she was not forgotten. When a crewman showed up at a tiny boatyard in Hamilton Cove to have one of *Santana's* cracked spreaders repaired, the grizzled old proprietor asked what boat he'd come down on.

"*Santana*," came the reply. "She's an old timer. You wouldn't know her."

The old guy climbed up into a dusty loft above the shop and came down with a familiar-looking piece of wood.

"Here's the spreader I replaced when *Santana* was down in '38," he said.

If Solari was the last owner to seriously campaign the boat as a racer, she did more sailing under her next owner than any that had come before: Charlie Peet departed the Bay in 1971 and sailed her around the world with his wife, local sailmaker Jim Leech, and an ever-changing crew of characters.

She returned in 1973 and Peet sold her to — if you're counting — her 11th owner, drama therapist Lloyd Carter. Carter had her only a few months before putting her on the market once again. The old girl could hardly have found two better owners at that point than twin brothers Tom and Ted Eden, lifelong sailors and owners of a San Francisco architectural firm.

The Edens had the vision to treat *Santana* like the royalty she had become. Although the boat had never been allowed to deteriorate like so many once-grand yachts, the years had taken their toll. So the first order of business was a complete refit, done largely by the brothers themselves along with the new boat captain, Ralph Lucas. Once the total

SANTANA'S SEVENTIETH



LUTHER GREEN

You don't see many schooners flying asymmetrical spinnakers. 'Santana's got one.

repair bill was tallied, it totalled more than they had paid for the boat. But no one complained.

For most of the 25 years they owned her, the Edens sailed the boat locally and participated in occasional races such as Memorial Day's Master Mariners Regatta. A highlight of their tenure occurred in 1982, when St. Francis YC Commodore RC Keefe arranged a chance to settle an old score — a match race against *Dorade*, the boat that had beaten *Santana* to Hawaii in '36.

Bay sailing legend Tom Blackaller was at the helm that sparkling May day, backed by the Eden brothers and their well-oiled crew. Over on the chartered *Dorade*, Keefe headed a crew hardened by weeks of practicing for the upcoming Master Mariners. After some hard negotiations at the club, it was decided that the 55-ft *Santana* should give the 52-ft *Dorade* 7 seconds per mile.

The 12.5-mile course began and ended in front of the yacht club. In light air, *Dorade* took an early lead, but as the breeze filled in to a healthy 25 knots, there was no holding *Santana* back. With Blackaller hooting and hollering down the homestretch — "I bet this boat was never this fast when Bogart sailed it!" — *Santana* went on to trounce her old nemesis by more than six minutes.

Blackaller was gone the next year, and when Tom Eden passed away in 1993, *Santana* went into a sort of suspended animation at the prestigious 'front row' at the St. Francis YC docks. She did not sail for years.

Perhaps the low point in the boat's life occurred in November, 1997, when a check valve in her bilge pump system failed, water siphoned in and, by the

time someone noticed, she had flooded to deck level. She was quickly pumped out, but all the machinery, electronics and upholstery were ruined.

Enter Paul and Chrissy Kaplan, long-time Bay Area sailors, owners of multiple boats over the years, and currently the 'Kaplan' half of KKMI — Keefe-Kaplan Maritime, Inc., the Richmond boatyard that Paul runs with partner Ken Keefe.

One peek under the canvas cover was all it took for *Santana* to cast her spell. In August, 1998, *Santana* was towed across the Bay to Richmond and put 'under the knife' once again. Little did anyone suspect at the time it would be her last voyage as a yawl.

Eight months and about a billion man-hours later, the completely refurbished *Santana* went sailing again. And when we say 'refurbished', the Bugattis at Pebble Beach don't get this level of attention. The interior was virtually gutted and completely rebuilt. She got a new engine, new cockpit, new deck — and new look. To everyone's amazement (and many's dismay), Kaplan had converted her back to a schooner. "As far as I know, we're the only ones who have ever gone 'backwards' with a restoration," laughs Paul. Significantly, her mainmast once again remained her mainmast — the original spar was moved back into its original position, complete with the original 1897 gold \$10 coin under the step.

Despite the naysayers, the Kaplans could not be happier with the schooner rig. "We could sail her as a yawl by ourselves, but it would not have been as easy," notes Paul. "With the staysail schooner sailplan, instead of a few big sails, you have several smaller ones, which makes her easy for two of us to sail."

Of course, that's rarely the normal state of affairs. Most often when the boat goes out, it's with a bunch

of friends and family aboard.

Like some of her former owners, the Kaplans enjoy 'reliving the old days' with *Santana*. That's one of the reasons that, last spring, they sailed out the Gate and headed for Southern California. (The other reason was to escape the rains in Northern California, but that plan went awry when SoCal experienced one of its wettest springs in history.) What they

didn't expect — or at least expect so much of — was the reception the boat got everywhere she stopped. One highlight was attending opening day at the Los Angeles Yacht Club, where old W.L. Stewart first homeported *Santana* — and a few old timers still remembered her! Another was almost the Ensenada race, until the wind quit and they bailed due to crew commitments ashore. *Santana* returned to the Bay in August.

The 70th birthday and rechristening party came about for lots of reasons. One was simply to celebrate one of the grand dames of West Coast sailing. Another was to note her rebirth as a schooner. Yet another was to thank the many people who contributed countless hours to the restoration. Still another was to celebrate all the people who have been touched by this great boat over the years. Wherever she goes, they come down to the docks, many in frail condition and supported with a cane. They thank the Kaplans for preserving the boat, tell their tales and, for a fleeting moment, become teenagers again, prancing the decks as *Santana* broad reaches for home.

Among the invitees were relatives and descendants of everyone from W.L. Stewart up through Ted Eden and his family — including Lauren Bacall. Although Bacall did visit the boat once while the Edens had her, she has politely declined most invitations to take part in articles or events which involve the boat. When Paul Kaplan called her agent to offer the latest invitation, she connected him with

her personal assistant who connected him with . . . Ms. Bacall herself.

"We had a wonderful conversation," he says. "She was flying out to shoot a movie, so she couldn't attend, but she reminisced awhile. Near the end of a

very pleasant conversation, she told me that the thing most people don't realize is, for her at the time, the boat posed a formidable competition. I think the way she put it was, 'There was never a woman I was more jealous of than *Santana*.'"

Lauren Bacall turned 81 in September. Happy birthday to both great ladies!

— latitude/jr



COURTESY KAPLAN FAMILY

Suitable eye protection is recommended when viewing the sun or 'Santana's gleaming deck.

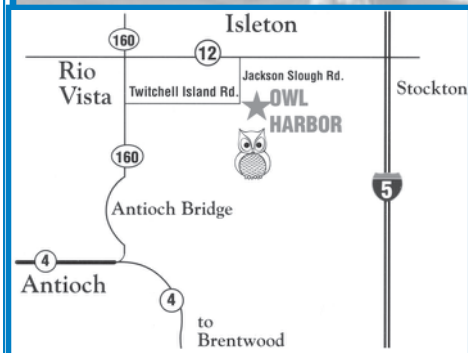


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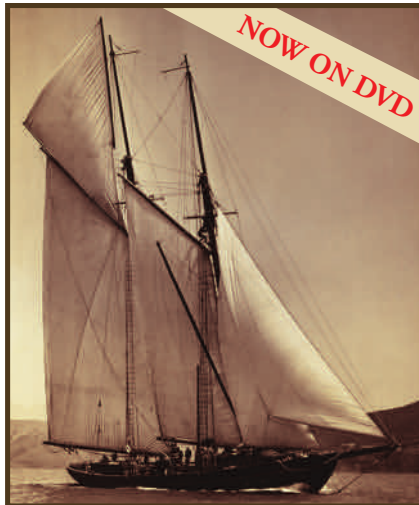
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In the Wake of the Zaca

A DOCUMENTARY BY LUTHER GREENE

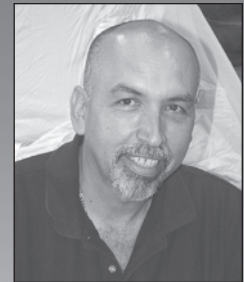
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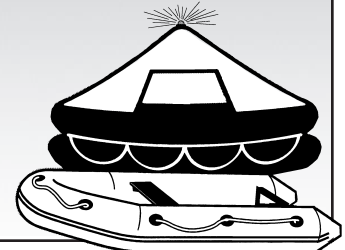
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INTERNATIONAL MASTERS 2005



Is a port tack start better than sex? That question was asked — and answered — in the lighthearted after-dinner speeches on Saturday night at the 27th International Masters Regatta, sponsored by Dry Creek Vineyard and hosted by St. Francis YC on October 14-16. The annual J/105 regatta/reunion attracted 13 prominent Master skippers this year, all over 60, along with their slightly younger crews, all over 45. Given the advanced age of the crowd, the port tack vs. sex debate seemed particularly relevant, and raged on all weekend.

Fortunately, the real question of the weekend — who's the hottest Mas-

ter these days? — was more easily answered. San Diego sailing legend Malin Burnham, a 77-year-old retired real estate baron and former Star and America's Cup player, led the regatta wire-to-wire, capturing his third Masters title in the last six years. Sailing with local talents Chris Boome (main/tactics), John Claude (trim), John Ravizza (pit), and Joe McCoy (bow), Burnham never strayed off the podium, finishing with a 1,2,3,1,3 record to beat runner-up Bruce Munro by five points. "Malin is a natural sailor, totally smooth," marveled Boome. "He's also a complete gentleman on the boat, a real pleasure to sail with."

Burnham put the fleet on notice from

the beginning, winning the opener on Friday afternoon aboard *Donkey Jack* with owner Scott Sellers aboard. Rod Johnstone, who had *Sailing World* editor John Burnham on tactics, withdrew from that blustery race after crewmember Bill Boatwright was thrown into a stanchion during an accidental jibe (he required ten stitches in his cheek). Three kites — all old 77-square meter ones rather than the owners' bigger and newer 89s — also blew up, and a jib ripped. With a chilly westerly touching 28 knots and gear already failing on the borrowed boats, regatta chairman Pax Davis wisely called off the second race.

A keg of beer and a case of Dry Creek

— SAILIN' WITH MALIN



The winners, from left: John Claude, Chris Boome, Joe McCoy, Malin Burnham, John Ravizza.



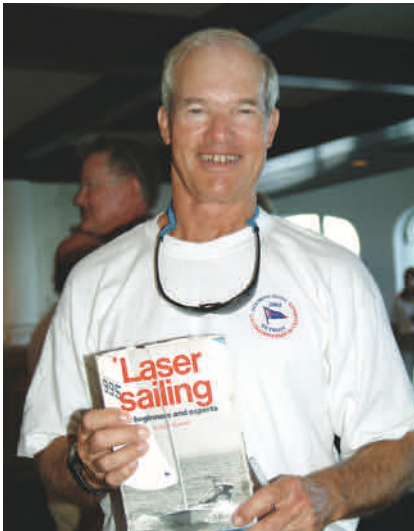
Take a number, get in line — The fleet stacked up rounding Anita Rock against the ebb on Sunday. Photos by Leslie Richter.

wine magically appeared on the dock as the slightly battered fleet pulled in, and the story-telling and teasing began. Davis, a true-blue Cal supporter, spread the rumor that Burnham and Sellers were being protested for advertising (they flew a Stanford flag after the race, as four of their crew went to The Farm), to no avail. The party eventually drifted inside, and many of the Masters spent the evening upstairs at the elegant black-tie America's Cup Hall of Fame Induction Ceremony honoring Fritz Jewett, Jack Sutphen, and the late Alan Payne.

As if to make up for Friday's excess, the Bay was on its best behavior for Saturday's three races. Burnham, sailing *Advantage 3*, was once again the low-point boat of the day with just six points, while regular Master attendee Bruce Munro — sailing with Jim Coggan, Paul Heineken, Gordie Nash, and Randy Smith — emerged as the series runner-up with nine points for the day. *Scorpio* owner John Siegel, helped by a bullet in the second race on Saturday, was third overall at the end of the long day. Dave Irish, with Yachtsman of the Year Kevin Burnham calling the shots, was also up in the mix until their kite vaporized in a puff, sending them in early with a DNF

in the third race.

Following the traditional Saturday night dinner, the racing resumed after a one-hour postponement on Sunday. Burnham, sailing *Jupiter* and loosely covering Munro all day, took a third to easily win the regatta. Munro held steady in second, while Laser guru Dick Tillman — sailing with fellow Laser *aficionados* Peter Vessella and Tracy Usher, along with Matt Carter and John Hourihan — won the last race by 100 yards to leapfrog into third overall. Bob Mosbacher, sailing with a crew of talented Texans, including recent J/105 national champ Glenn Darden, was fourth, while Siegel choked with a 12th place in the last race



LESLIE RICHTER



LESLIE RICHTER



LESLIE RICHTER



LESLIE RICHTER



to sink to fifth overall.

But the Masters has always been about more than just beating each other up on the race course — most everyone connected with the event has won enough races to last a lifetime, and comes to the regatta mainly for the friendships and camaraderie. It's a celebration of the sailing life, and it has become one of our favorite regattas over the years. The heart and soul of the regatta revolves around the Saturday night dinner, where each

Masters memories, clockwise from upper left — Dick Tillman wrote the book on Laser sailing, literally; Bruce Munro ('Juxtapose') leads the pack; three-peater Malin Burnham in a relaxed moment; the Burnham crew works 'Donkey Jack' downwind; Dick Tillman (center) and his crew; Dean Dietrich ('Advantage 3'). All photos 'Latitude/rob and jr unless otherwise noted.

Master is given the floor for a few minutes to reminisce, tell jokes, or whatever.

Here are some random quotes from this year's speeches:

Don Trask: "We've got two commodores on our boat, Doug Holm (StFYC) and Wendy Miller (SFYC). It didn't help much!"

Ian Bruce: "35 years ago today, I spent 72 hours fibreglassing up the first Laser.

I put the hull and deck together at 5 a.m., and drove all night to Wisconsin to deliver the 'Weekender', as it was initially called, to Hans Fogh, who debuted it in the America's Tea Cup Regatta. Hans won his class, and three months later the boat was displayed at the New York Boat Show."

Dean Dietrich: "Is a port tack start better than sex? After a lively discussion,



Masters, con't — *The Class of 2005, back row from left: Mosbacher, Irish, Burnham, Trask, Munro, Siegel, Johnstone, and Fogh. Front, from left: Jennings, Dietrich, Tillman, Harken, and Bruce. Three-time winner John Jennings ('Jupiter') was off the pace this year; Bruce Munro (center) and his second place gang; regatta hosts Nancy and Don Trask with the Masters trophy; a colorful quartet.*

my crew concluded we need to conduct further research on both subjects."

Peter Harken: "We got face-planted so many times today, I began to wonder, 'Am I charging these people too much for my equipment?' At least with iceboats, when things go wrong, you can step out of the boat and into the closest bar."

Dave Irish: "I don't sail any regatta I like more than the Masters."

John Jennings: "This year's racing has been like my golf game — one birdie and a bunch of triple bogies!"

Rod Johnstone: "It's fun to get my family together and sail this regatta in a boat I designed. It was also fun to see *Arbitrage* again, which used to be my boat, *Ragtime*. And it's nice to be back here — I proposed to my wife Lucia on Mt. Tam in October, 1971."

Hans Fogh: "I had a hip replacement at the end of June, and am just happy to be here!"

Bob Mosbacher: "I'm a Texan by choice and the oldest guy here, even older than Malin. I hope when I grow up, I'll get invited back to the Masters."

Dick Tillman: "Some of the most pleasant sailing experiences I've ever had are the result of the people in this room."

John Siegel, who successfully port-tacked the fleet on Saturday: "Yes, Dean, port tacking the fleet is indeed better

INTERNATIONAL MASTERS 2005

than sex. . . Sorry, honey!"

Bruce Munro, on being four points out of first: "We'll be watching you tomorrow, Malin. The pressure's on!"

Malin Burnham: "I've been sailing with and against Don Trask for 45 years now. In all that time, I never won anything by myself — it has always been a team effort."

At the Sunday afternoon awards ceremony, Burnham, a gracious winner, addressed the crowd again. "I don't sail much anymore, and this is the only regatta I do now," he stated. "I'm just the chairman of the board, and do what my guys tell me to do, so they deserve this (the crystal keeper) as much as I do. Accordingly, I've commissioned the yacht club to reproduce this trophy four more times, so everyone on my crew gets one."

It was a classy way to end a classy regatta. Kudos and thanks to the folks behind the scenes who continue to make the Masters one of the best and most fun



Excellent sailors named Burnham, from left — John, Malin, and Kevin. The two younger guys aren't related to Malin, but wish they were!

regattas on the sailing circuit — founder Don Trask, regatta chairman Pax Davis, J/105 class rep Jaren Leet, race manager John Craig, Dry Creek Vineyard, and, above all, the J/105 owners who generously lend their boats each year.

— **latitude** / rkm

2005 MASTERS — 1) Malin Burnham, San Diego, 10 points; 2) Bruce Munro, San Francisco, 15; 3) Dick Tillman, Syracuse, IN, 24; 4) Bob Mosbacher, Houston, 31; 5) John Siegel, San Francisco, 33;

6) Dave Irish, Harbor Springs, MI, 33; 7) Rod Johnstone, Stonington, CT, 35; 8) John Jennings, St. Petersburg, FL, 36; 9) Hans Fogh, Toronto, 37; 10) Peter Harken, Pewaukee, WI, 41; 11) Dean Dietrich, Tiburon, 53; 12) Don Trask, Lake Norman, NC, 54; 13) Ian Bruce, LaSalle, Quebec, 55. (13 boats)

Full results — www.stfyc.com

BOATS USED — **Advantage 3**, Pat Benedict; **Akula**, Doug Bailey; **Al-chemy**, Walter Sanford/Tom Struttman; **Arbitrage**, Bruce Stone; **Bandwidth**, Leslie Richter; **Cuchulainn**, Jim, Brian & Kevin Mullen; **Donkey Jack**, Scott Sellers/Rolf Kaiser/Eric Ryan; **Irrational Again**, Jaren Leet; **Jupiter**, Paul Farr; **Juxtapose**, Ariel Poler; **Larrikin**, Stuart Taylor; **LuLu**, Don Wieneke; **Walloping Swede**, Theresa Brandner; **Whisper**, Eden Kim; **Wonder**, Paul Dines/Tom Kennelly. (Boat of the regatta — *Arbitrage*, sailed by Irish, Munro, and Harken)

PAST MASTERS WINNERS (in order of number of victories) — Alan Clarke ('79, '80, '92, '87); Malin Burnham ('00, '03, '05); John Jennings ('01, '02, '04); Don Trask ('89, '90, '92); Stuart Jardine ('95, '96, '97); Charlie Dole ('85, '86); Cy Gillette ('81, '88); John Scarborough ('91, '94); Roger Eldridge ('83); Ash Brown ('84); Jim DeWitt ('92); Dick Deaver ('98); Bruce Munro ('99).

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BUCCANEER'S

Arrrgh! Let's get something straight before next year's Buccaneer Days at Catalina's Two Harbors — a buccaneer is not exactly a pirate. Here's the tale:

Around 1630, some Frenchmen who'd been driven off the island of St. Kitts by the Brits went to Hispaniola, which today is the shared home of Haiti and the Dominican Republic. They survived by hunting wild cattle and selling the hides to the Dutch traders — and picked up a little beer money by poaching livestock.

They were called *boucaniers* because they'd adapted the Arawak Indian method of cooking meat on wooden frames — known as *boucans* — so the meat was preserved and could be eaten later. The cooking method was known as *baricoa* and — no kidding — is where the word 'barbecue' came from. The islanders and English settlers began to use the term *buccaneer* to describe the Caribbean pirates of the 1660s, because they used the same method of cooking and preserving meat. The technical difference between pirates and buccaneers is that the former only marauded at sea, while the latter robbed, stole, and killed on land and sea.

It wasn't difficult to form a buccaneer group, as there were large numbers of non-conformists, runaway slaves, failed planters, and ordinary criminals from which to draw on. All such bands needed to get started was a boat — which could be stolen — and some weapons. Buccaneers developed a reputation for being independent, adventurous, and criminal — but having a form of justice within their own group.

After the initial bases at Hispaniola and later Isla Tortuga, the buccaneers also established themselves near Port Royal, Jamaica. All three places made for ideal bases because they had great ports and rugged and lush mountains nearby in which to hide. In the early years, the Brits allowed the buccaneers to base out of Port Royal itself — and even commissioned them to attack ships belonging to the hated Spanish, French, and Dutch.

Perhaps the most feared of all buccaneers was Montebars the Exterminator. The Gascon captain recruited a mostly Indian crew, who had a passionate hatred of the Spanish because of all the Indians they'd slaughtered in the New World. Montebars is said to have liked to drink the blood of his victims — while it was still warm and tasty. Legend has it that the Exterminator buried a massive treasure at the tiny and then sparsely populated island of St. Barth. Today's



GALLERY



BUCCANEER'S



visitors to the island by boat don't even bother looking for the treasure, having amassed even larger ones by starting and running the likes of Oracle, Microsoft, SAP, Netscape, Revlon, Victoria's Secret, and such. The Exterminator's treasure has never been found.

Having first been a nuisance, by the late 17th century the buccaneers had made and changed history. They had

fought battles for the English, impacted trade routes, and won many territorial disputes in the Caribbean. Ultimately, however, they were put down by the French and English governments.

Buccaneers then pretty much faded out of history until 1989, when their Southern California descendents,

real or imagined, decided to reconvene for Buccaneer Days at Two Harbors. The event has been going strong every October since, but the numbers were never as great as this year. Officials report that every one of the 720 moorings was taken, and 15% of those had boats rafted up. In addition, there were 166 boats anchored out, making for a total of about 1,000 buccaneer boats! Aye, no pirate or wench

GALLERY



wanted to miss this end-of-the-season shindig. Those who didn't have boats came over on special ferries.

These being marginally more civilized times, there were a number of organized activities and competitions for children and adults ashore on Saturday afternoon. Unfortunately, we can't tell you anything about them. You see, we'd gone to the patio bar at 1 p.m. for a glass of

lemonade, but it was so packed with men and women decked out in their best buccaneer and wench outfits that we couldn't claw our way out until nearly midnight.

Ours was a cruel fate, to be sure, what with all the heaving bosoms on prominent display. But our suffering

didn't compare to that of the bartenders. If you figure there were five buccaneers or wenches per boat, everybody had five drinks, and there were 1,000 boats, that's about 25,000 drinks. And that was just on Friday night when folks were getting a head start. Saturday was even busier. The pouring arms of some bartenders became so sore and weak that ship's carpenters had to cut off the use-

BUCCANEER'S GALLERY



less limbs with rusty saws. In true buccaneer tradition, the arms were b a r b e e - cued and passed off as pork.

There was a run on the supplies in the Buccaneer

General Store, of course. They quickly ran out of extra-large push-up bras for women and the new line of Johnny Depp eye make-up for men. Some buccaneers complained there wasn't a drop of Jack to be found after midnight. The Buccaneer Buffet the next morning had to be shut down early because they ran out of food. With diesel selling at 4.90 double-doubles/gallon, there wasn't much interest — at least not as much interest as in

the two naked wenches from the *Trixxx Sea*, who were towed through Cherry Cove by a guy in a dinghy. Hey, they were flailing around in the water and looked as though they needed help.

For the number of people and the amount of liquor consumed, there were very few problems. Sure, there were the expected minor squabbles in the bar, a couple of people puked in places they shouldn't have, and one wench sat on her buccaneer boyfriend's lap and 'pleasured' herself in plain view. The funniest story was told by an amorous couple who decided to have sex against the side of the little red schoolhouse up the road. The thrusting of the buccaneer's sword, so to speak, set off the motion-sensor light on the side of the building — illuminating about a half dozen other couples in conjugal states. At least that's the way they told the story.

All in all, it was a great time for all the pirates and wenches, and a great job done by the staff of Two Harbors. Owed

particular praise are the shore-boats drivers, who after midnight not only had to deal with inebriated passengers, but a harbor bottom crawling with scuba divers getting an early start on lobster season.

Two divers died, but neither because of being hit by a boat.

You now know the difference between a buccaneer and a pirate, and where and when Buccaneer Days are held. See you there next year — just don't be a voyeur by not showing up in the proper attire!

— cap'n finn leadblade





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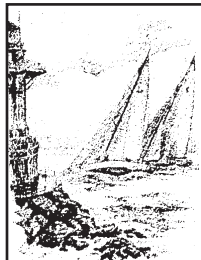
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SEASON CHAMPIONS, PART I —



"Greatness is not in where we stand, but in what direction we are moving. We must sail sometimes with the wind and sometimes against it — but sail we must and not drift, nor lie at anchor."

— Oliver Wendell Holmes, 1841-1935

On that Holmes-spun note, welcome back to our annual three-part salute to San Francisco Bay's summer sailing champions. This month, we'll profile the winners of the Handicap Divisions Association (HDA) and the Ocean Yacht Racing Association (OYRA), as well as the winners of the J/105 fleet, the toughest and most prestigious one design class on the Bay. Following tradition, next month we'll introduce the rest of the keelboat one design champs, and, in January, we'll wrap it up with a sampling of woody and dinghy winners, and anything else that comes to mind.

Unfortunately, at the risk of putting a damper on the celebration, it's hard to ignore the fact that the Yacht Racing Association (YRA) continues to lose members at a fairly alarming rate. "Between aging skippers, crew problems and the economy, the

attendance of YRA Season Racers was down to 296 boats this year, a 14.7% decline from 2004," noted HDA president Gerry Brown. "In HDA we had 81 boats sign up for the season, but averaged only 32 boats on the line. HDA plans to revise the format for 2006 to encourage more participation, so watch for announcements."

Last year, HDA had 104 boats, of which 43 qualified (i.e., sailed at least half the 10 races). With just 18 boats qualifying this summer, some drastic measures may be in order to reverse HDA's downward spiral. One possible solution being bandied about is to make the Second Half Opener a non-counter (like the Vallejo Race), and then compress the HDA schedule into four high-quality events in the spring and four more in the fall, with trophies for each mini-series as well as overall. "Any and all suggestions about improving HDA are always welcome," said Brown, who can be reached at gerry_brown@cashette.com.

The OYRA numbers aren't particularly encouraging, either. Last year, 90 boats entered and 16 qualified. This year, 70 boats signed up and, in a mixed message, 23 qualified. Some of the 12 races on the OYRA schedule continue to be popular

HDA, OYRA & J/105



Tough hombres — Mark Halman's Hobie 33 'Sleeping Dragon', with Bob Fricke crewing, was the outstanding boat in OYRA this summer. They won SHS with just 8 points, a perfect score! Photo 'Latitude'/rob.

and well-attended (Lightship I and II, Spinny Cup, Farallones), but others are simply fading away (perhaps OYRA, like HDA, should consider paring back a little and concentrate on what's working). In 2006, the Windjammers Race will return to the lineup as a counter and, hopefully, the new and interminable 10-minute gap between starters (created, we're told, for "safety reasons") will revert to the usual 5-minute intervals. "We're polling every one of our racers to see what they want," said OYRA president Richard Calabrese. "Please contact me at richardcalabrese@netzero.com if you have any ideas about how to increase attendance in local ocean racing."

Meanwhile, on a more positive note, the J/105s remain healthy and happy, continuing to field a large and incredibly competitive fleet (see www.sj105.org).

Enough background — turn the page and meet our first crop of 2005 season champions. Many of them are familiar faces, as winning sailboat races is habit-forming once you get the hang

of it. Holmes, who probably didn't know a jibe from a jibe, put it more eloquently: "Man's mind, once stretched by a new idea, never regains its original dimensions."

Congratulations to all skippers and crews whose names appear in these pages. On with the show!

— **latitude** / rkm

HDA:

HDA-M — 1) **Latin Lass**, Catalina 27, Bill Chapman, BYC; 2) **MyToy**, Ranger 26, David Adams, TIYC; 3) **Hippo**, Smith 24, Mark Wommack, EYC. (10 entered; 3 qualified)

SPORTBOAT — 1) **Jazzy**, 1D-35, Bob Turnbull, SBYC; 2) **No Name**, Ultimate 24, Peter Cook, SSS; 3) **Sand Dollar**, Mumm 30, Erich Bauer, StkSC. (7 entered; 2 qualified)

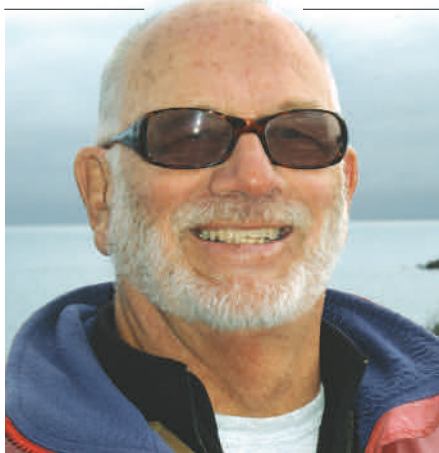
OYRA:

IOR WARHORSE — 1) **Samiko**, Peterson 43, Dexter Bailey, CPYC; 2) **Great Fun**, Davidson 50, Stan Glaros, CYC; 3) **Tiger Beetle**, N/M 45, Rob Macfarlane, SSS. (7 entered; 4 qualified)

PHRO-1A — 1) **Cipango**, Andrews 56, Rob & Bob Barton, GGYC; 2) **Surfer Girl**, SC 50, Mike Travis, RYC; 3) **Emily Carr**, SC 50, Ray Minehan, CYC. (7 entered; 3 qualified)

SEASON CHAMPIONS, PART I —

HDA-G
Farr 38 mod.
Mintaka 4



Gerry Brown
Berkeley YC

"Sometimes I think my crew is an unfair advantage," mused Gerry Brown, a retired Sunnyvale computer programmer. "We make few mistakes, and are very consistent with boatspeed — our worst HDA race this year was a third."

The *Mintaka 4* lineup, which hasn't changed much over the years, is Tom Ranweiler, a 24-year veteran, Bruno Carnovale (23 years), Henry Melin (22), Joe 'Rocky' Rockmore (17), Dave DiFalco (4), and freshman Bob Gardner (2). DiFalco, at age 45, is the 'youngster' on the boat. "Win or lose, it's always fun to go sailing with these guys," claimed Brown, who is in his second year as head of HDA. "Winning the Yankee Cup — just barely — was the icing on this summer's cake!"

This was Brown's 43rd year of campaigning his own boats on the Bay, surely a record of some sort. Over the years, he has won 6 Triton titles, 8 Newport 30 titles, and now 6 HDA titles — three in a row in 'G' and one in 'J' with his current boat, and two more in 'J' with his previous *Mintaka*, a C&C 36. This was Brown's sixth season with his 1979 Farr 38, which races the summer season with jibs only (getting a three-second-a-mile PHRF boost) and the midwinters with genoas.

The Benny 36.7 *Mistral* was second again, while the steadily improving Elan 40 *Tupelo Honey*, which won the Second Half, was third. "They'll be the boat to beat next year," figured Brown.

2) *Mistral*, Beneteau 36.7, Ed Durbin, RYC; 3) *Tupelo Honey*, Elan 40, Gerard Sheridan, SBYC. (22 entered; 9 qualified)

HDA-J
Farr 36
Petard



Buck (left)/Newell
Corinthian YC

Petard (ex-Lovelace) was built in 1976 in New Zealand of cold-molded kauri wood, and debuted at the Clipper Cup. Alamo resident Keith Buck, a now-retired engineer, bought her in 1982, adding a new Bob Smith rudder in '92 and a taller mast off *Sweet Okole* in '94. *Petard* — a classic boat name — has won well over 100 trophies over the years, and shows no sign of slowing down.

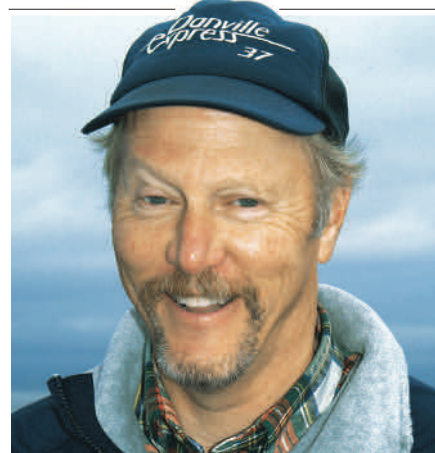
A few years ago, Buck brought in his nephew Andy Newell as a partner. They split the driver and tactician roles, with Buck doing 60-70% of the driving. "I've learned how much fun it is to fix sails, engines, and other boat stuff," laughed Newell, who owns a San Jose ice cream vending company and began sailing with Buck as a kid on the first *Petard*, a Tuna 22. "One of the crew, upon learning of our new partnership, asked, 'Which part of the boat is yours?', to which Keith replied, 'whichever part is broken!'"

Petard, which does particularly well in heavy air, normally sails with 8-10 crew for each race, and literally never had the same cast twice over 35 days of sailing in 2005. Dozens of people crewed, including Gary Cobb, George Konstantinidis, Bob Walden, Julio McWilliams, Mark Schieble, Bruce Boles, Elizabeth McLachlan, Shirley Vaughan, Jeff Raby, and Joe McGovern.

In addition to winning HDA-J, *Petard* also came in fourth in OYRA-II. "We sail a very full season," allowed Newell.

2) *Harp*, Catalina 38, Mike Mannix, IYC; 3) *Two Scoops*, Express 34, Chris Longaker, RYC. (16 entered; 6 qualified)

HDA-K
Wylie Gemini Twin
Encore



Andy Hall
Encinal YC

For the second year in a row, Andy Hall, owner of a small chemical mixing company in Oakland, and his loyal *Encore* crew had the best record in HDA. After discarding two third-place finishes, they finished the season with a perfect 8-point score — despite a much stiffer PHRF rating this year (135, from 144).

"Our edge is a really steady crew, each with at least 25 years of sailing experience on the Bay," said Hall. "Tactics are done by consensus, and there are seldom disagreements. We all love sailing together on *Encore*, and are continually impressed by what a sweet sailing boat it is." Hall's regulars consisted of Barry Daupinee, Tom Bliss, Ron DeBlasi, Chris Penn, and Arnie Quan. Also crewing occasionally were Tom Conlon, Jim Nations, Nat Penn, and Rico Kramer.

Encore's closest competitor, the WylieCat 30 *Silkye*, was AWOL for most of the HDA season, off doing other races and/or hobbled by a broken boom. In search of better competition, Hall is petitioning to get *Encore* accepted into the SF-30s next summer, arguably a better fit for his boat than the HDA-K hodgepodge. If that move is thwarted, the crew's 'Plan B' may be to sail *Encore's* big sister, the Wylie 40 *Lois Lane*, in the Warhorse Division. Tom Bliss, *Encore's* main trimmer, is almost finished restoring *Lois* and eager to get it out racing.

"There's something special about Wylie boats," said Hall. "They love to sail!"

2) *MerTranquille*, Jeanneau Sun Odyssey 34.5, Larry Moraes, SYC; 3) *Silkye*, WylieCat 30, Steve Seal/John Skinner, RYC. (9 entered; 4 qualified)

**HDA-SF 30
J/29
Bay Loon**



**Joseph Ferrie
Berkeley YC**

"About eight years ago, my wife gave me sailing lessons at OCSC," said Joe Ferrie, a Berkeley resident and computer programmer at Oracle. "She hasn't seen me since!" Ferrie has owned the 1984 *J/29 Bay Loon* (ex *J-Spot*), his first boat, since 2001, and has been racing it in HDA for the last three years.

Bay Loon's first two seasons, both in HDA-J, weren't particularly memorable, other than dismasting in last year's Second Half Opener. This year, with a sturdy new Ballenger double-spreader rig and many other upgrades, Ferrie won the SF-30 class, his first season title. "We started off slowly, and I didn't think we had a chance to win the series," said Ferrie. "But we started sailing faster and making fewer mistakes. The biggest thrill was winning the Second Half Opener."

Ferrie does the tactics on *Bay Loon*, while Stephane Plihon drives and Steve Fisher trims main. "Those two guys are why we were so fast," he claimed. Other *Loonatics* were Casper Thijssen, Eric Mayer, Mark Welther, Jeff Adams, David Kao, and Mark Sutton, with "critical substitutions" from Max Thompson, Andrei Dumitrin, and Doug Chew.

The SF-30s are in a rebuilding mode after losing *Ixis*, *Tortuga*, and *Jeannette* this year. "It's a really fun fleet — good close competition, yet everyone is very friendly," claimed Ferrie. "If your boat rates 117-141, and is between 9-10 meters long, you should give us a call!"

2) **Abba-Zaba**, Tartan Ten, Charles Pick, SFYC;
3) **Shameless**, Capo 3 mod., George Ellison, BYC.
(12 entered; 2 qualified)

**PHRO-I
Synergy 1000
Summer Moon**



**Pohl (left)/DeVries
StFYC/EYC**

Summer Moon co-owners Tony Pohl and Mike DeVries (aka, 'Felix' and 'Oscar', respectively) were going to skip the OYRA season due to work and family commitments when their crew came to the rescue. "We have to thank Bob Bergholt and Paul Rosenthal for volunteering to take on the logistics and organization this year," said Pohl, a CPA. "Without them, we would have spent the year in the berth, not in the ocean."

Also helping out were Bill Odger, Scott Parker, Christine Boudreau, Ken Moore, and Morgan Gieger. The team made every start, taking this tough division with a race to spare. "Though the fleet was down a bit in size from past years, the competition was much tougher," claimed DeVries, an investor and technology consultant. "Our consistency and Paul's tactics were what kept us in the hunt."

Other than the first two races, breezes in the ocean were generally light to moderate this summer — nice weather, but not the surfing conditions that *SM* loves. "Fortunately, we upgraded our sail inventory and got some tuning help from Dave Hodges, which really improved our upwind performance," said DeVries.

"I can't believe that more boats don't sign up for OYRA!" stated Pohl. "We get more racing, less milling around, better sailing, and better rides. The racing is also more tactical and offers much wider 'passing lanes' than the standard City-front sausage. Come join the fun!"

2) **Auspice**, Schumacher 40, Jim Coggan, SFYC; 3) **Eclipse**, Express 37, Mark Dowdy, SFYC.
(17 entered; 5 qualified)

**PHRO-II
Cal 40
Green Buffalo**



**The Quanci Family
Richmond YC**

Jim Quanci, an Autodesk executive, and wife Mary Lovely bought *Green Buffalo* in 2003 with the objective of doing the 2006 Pacific Cup with their kids, Andrew, 14, and Stephen, 12. With help from old friend Frank Ansak, they completely restored their 1967 boat — blister job, rudder, tanks, electronics, rigging, Pineapple Sails, you name it — before debuting it in OYRA this summer.

Old friend Wayne Gesing came out of retirement to reinforce the family crew, which was also augmented by cameo appearances from Ansak, John and Merissa Paulling, and Paul Conley. "Mary and I have done 16 Pacific crossings between us," noted Quanci. "The kids are tired of watching us sail away, so the deal was they'd get to race to Hawaii if they did a full ocean season. John Paulling and his daughter Merissa will join us — three adults and three teenagers, a classic Pac Cup program. It'll be safe and fun, and maybe we'll even bring home a trophy!"

Hopefully, the Quancis will find more competition in the Pac Cup, as PHRO-II was gutted by carnage (*Chorus* dismasted, *Cassiopeia* developed hull-to-deck joint problems) and no-shows. Only *True North* and *Green Buffalo* made all the races, with the latter taking seven bullets along the way. "I've lost track of the number of 'mature' sailors I've met these last two years who sailed on the *Buffalo* when they were younger," noted Quanci. "Lots of good sea stories!"

2) **True North**, Baltic 42, Jeff Dunnivant, SYC;
3) **Cassiopeia**, Islander 36, Kit Wiegman, LGYC.
(9 entered; 2 qualified)

SEASON CHAMPIONS, PART I

OYRA-MORA Mancebo 31 Bloom County



Tony Basso
SSS

Bloom County was designed and built in 1984 as a MORA boat by former Bay Area naval architect Dave Mancebo. Tony Basso, an electrician from Half Moon Bay, began sailing with the original owners, Carl and Mark Ondry, in 1988 ("back when MORA was big!") and has been crewing on the boat and using it ever since. About three years ago, he came up with the money to buy it outright. "It's like a really good mountain bike in the ocean," said Basso. "Grippy tires, lots of gears, and good control across the range."

After skipping the first two races, Basso reeled off seven straight bullets to win this depleted fleet with ease. *BC* generally sailed with 5 or 6 crew, with Basso running the foredeck and tweaking sails while his various friends steered. The crew includes three generations of Ondrys (Mark's 11-year-old son Justin may have been the youngest sailor in OYRA), mainstay Greg McCuen, and friends from the Mercury fleet, notably Dave West, Jim Bradley, John Hansen and Dave Custodio. Basso's 'ferocious' Tibetan Spaniel, Kate, didn't do any of the races, but enjoys daysailing.

Keys to victory included three new Pineapple sails and keeping the boat light and uncluttered. "We need more boats in MORA, especially one design fleets," noted Basso. "The ocean isn't as abusive to the gear as the Bay, the food is better, and everyone gets to drive!"

2) **Relentless**, Sydney 32, Arnold Zippel, RYC;
3) **Eurydice II**, Ross 30, George Biery, BYC. (13 entered; 4 qualified)

OYRA-SHS Hobie 33 Sleeping Dragon



Halman (left)/Fricke
Richmond YC

"The ocean was just great this year!" claimed Oakland's Mark Halman, a retired semiconductor engineer turned stay-at-home-dad for his 8 and 11-year-old kids. "We had the whole spectrum of wind and sea conditions — there was never a dull moment!"

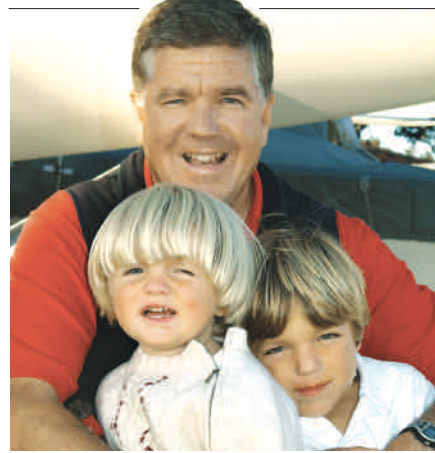
Halman, one of the most accomplished shorthanders on the Bay, ran away with both the OYRA-SHS and SSS singlehanded season championships again. He and longtime crew Bob Fricke, a Mountain View dentist, crushed all comers in OYRA-SHS, racking up 8 bullets and throwing out a 2 and a DNS in the last race — by far the most dominant performance in OYRA this year.

"With just two of us aboard, we were always busy finessing the boat along," explained Halman. "On heavy days, we'd pound our way upwind, wishing we were on a heavy displacement boat until it was time to turn for home. Downwind is a different story on a Hobie 33, especially when you're sailing without a full crew. The boat just takes off!"

Halman loves to tinker with his 1985 Hobie 33, building his own carbon fiber boom and spinny pole, as well as patented 'jib lifters' to help with shorthanded tacking. "Last fall I upgraded the rudder bearings on my four-year-old carbon shaft rudder," he said. "I made a pair of self-aligning bushings and the rudder is now incredibly friction-free — no need for two hands on the tiller any more!"

2) **Bald Eagles**, J/105, Dave Liggett & Randy Paul, RYC; 3) **Tivoli**, Beneteau 42s7, Judy & Torben Bentsen, RYC. (18 entered; 5 qualified)

J/105 US 35 Good Timin'



Perkins/Wilson Syndicate
St. Francis YC

The *Good Timin'* juggernaut steam-rolled the J/105 fleet again, winning their sixth straight season championship, this time by 23 points over runner-up *Aquavit*. The three partners — Chris Perkins (above, with sons Johnnie, left, and Charlie), younger brother Phil Perkins, and Dave Wilson — are now 6-for-6 in this hardball fleet, an unprecedented accomplishment.

"Good boat prep, great sails, and a talented, consistent crew are the keys," claimed Chris, the primary helmsman this year. "We're not always the fastest or best-sailed boat, but in a series, we can usually grind 'em down — though the fleet is improving every year!"

The *GT* crew consisted of John Collins, Aimee LeRoy, Dennis George, Jon Perkins, Darren Ward, Nadine Franczyk and other fill-ins. A highlight was the Aldo Alessio Regatta, which Phil won without the other two partners and the regular crew. "He stepped up and knocked it out of the park, launching us in the season scores," noted Chris. The team's lowlight was shrimping their kite in the Big Boat Series, a move that cost them 16 places in the race and the regatta.

"I know some people would like to see us move on to another class," said Chris. "But where else can you get 30+ good boats on the line? We love this design and the fleet, and will probably do this until either our wives won't let us, or we're too old to get over the lifelines!"

2) **Aquavit**, Tim Russell, SFYC; 3) **Donkey Jack**, Scott Sellers/Rolf Kaiser/Eric Ryan, StFYC; 4) **Wind Dance**, Jeff Littfin/Steve Pugh, StFYC. (47 boats)



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As many globe-trotting sailors will tell you, one of the most remarkable things about the modern phenomenon of cruising is how the shared common experience of life at sea tends to level the playing field between sailors from wildly different walks of life. Humbled by the forces of nature and the ever-present challenges of Murphy's Law, the divisions created by material wealth and social status ashore are often blurred, almost beyond distinction, within the international cruising community.

Whether they're sailing aboard bargain-priced 'plastic classics' or custom-built, multi-million-dollar yachts, all cruisers share the same breeze and arrive at the same sun-soaked anchorages. And folks who might never have crossed paths in their pre-cruising lives often become fast friends.

The annual Baja Ha-Ha cruisers rally (from San Diego to Cabo San Lucas) offers a two-week introduction to the wonderful realm of cruising. And, like cruising longterm, it typically yields personal challenges, fond memories and lasting friendships for all who participate.

As you read this, the 12th annual Ha-Ha is well underway, with the fleet due to arrive at Cabo on November 10. While some will continue cruising indefinitely, many others will (regretfully) return home shortly afterwards. Nevertheless, they will have fulfilled the common goal of completing an 800-mile offshore voyage while escaping the rat race, perhaps even recapturing a bit of their lost youth in the process. And as someone once said, "It's never too late to have a happy childhood."

With that, we'll conclude our three-part introduction of the Baja Ha-Ha Class of 2005.

Claire and Pieter of the Dutch entry 'Escapade' have recently explored Alaskan waters.



Escapade — Swan 56 Pieter & Claire Heerema Medemblik, The Netherlands

Since The Netherlands has a proud maritime history, it's no surprise that a number of Dutch folks have done the Ha-Ha before, but this may be the first time that an entry has ever been based there.

Pieter, a lifelong sailor, showed Claire the ropes after they were married a few years ago. Soon they set off along Europe's west coast and across to the Caribbean. After wintering there, it was up to Florida, where their extended-transom Swan was shipped via Dockwise — one of Pieter's former employers — to Vancouver. Next, they sailed up to Alaska and back before continuing south.

During the Ha-Ha, Harry Winters and Marion Koelstra will be along as crew.

Sisiutl — Gulfstar 44 Bob Bechler, Portland, OR

"If I had known how great the cruising lifestyle was, I would have retired sooner," says Bob. Although he started sailing seriously only about eight years ago when he purchased this boat, Bob began cruising in 2002 with the Ha-Ha fleet and has since logged 15,000 sea miles all over the Pacific.

Now, with his newfound cruising companion Judy Vechitto, he hopes to do a complete circumnavigation over the next few years. We're told their fates collided in Honolulu after both had "shed incompatible and/or unenthusiastic cruising partners." *Sisiutl*, by the way, won her division in the 2002 Ha-Ha.

Ciao Bella — Cavalier 39 Jim Florence, Ventura, CA

Built to a Robert Salthouse design, *Ciao Bella* is one of several New Zealand-built boats in this year's Rally. We know that the expression *ciao bella* is the Italian equivalent of "Hey, good-lookin'!" but we're curious to know if Jim gave his boat name an Italian flair due to his last name — Florence, get it?

In any case, we know very little about either Jim or his crewman, Tom Faia, except that they're hoping their Ha-Ha experience will be "lighthearted and fun, with plenty of new people to meet." As to their post-Rally plans: "We're not sure yet!" That's okay. Over-planning within the realm of sailing is usually a bad idea.



Despite winter snows at Big Bear Lake, Ken and Dottie practiced sipping margaritas aboard their trawler 'Dreamweaver'.

DREAMWEAVER

Patricia Belle — 65-ft schooner The Hughes Family, Seattle, WA

"Last year," recalls Pat, "Jeanie read in *Latitude* that there wasn't a single wooden boat in the 2004 Baja Ha-Ha. So she immediately decided that we owed it to the woodies of the world to participate in 2005." She may not be the fastest boat in the fleet, but she is one of the more unique. We ran across her at Catalina this summer, took a tour and learned that she was built by the Hughes family themselves. (See September's *Sightings* for an in-depth report.)

The rest of the crew are: Pat and Jeanie's 20-year-old son Stephen, Jay Tripp and John Entnerdos. The post-Rally game plan is to head over to Mazatlan for a few weeks, then bash back to San Diego.

Palapa — Catalina 30 Roger & Tobé Hayward Long Beach, CA

"When I met Roger in grad school," recalls Tobé, "he permanently smelled like a combination of mildew and diesel." You guessed it, he was living aboard his boat at the time. Despite this introduction, he eventually coaxed her into learning to sail — and, more recently, into going cruising with him.

— RUNNING FROM THE RAT RACE



They are both aerospace wizards, and Roger can tell you stories about flying fighters during his stint in the Marine Corps.

After reaching the Cape, they intend to leave *Palapa* in Cabo until Christmas, then sail to Mazatlan and have her trucked home from there.

Crewing on the trip south will be Andrew and Sherry Hansen.

La Lynn — Aries 32

Ken Wood, San Francisco, CA

"Boats have been part of my life since junior high school," recalls Ken, "when I built my first row boat out of a single sheet of plywood."

Tobé and Roger of 'Palapa' have downshifted from aerospace to go-slow cruising.



A professional forester, Ken has lived a full life during his 60 years, especially considering that he survived a bout with polio at age two. Because the effects of the dreaded disease still plague him somewhat, he approaches his proposed circumnavigation as a mission: to inform people everywhere about polio.

Joining Ken on the Ha-Ha — and perhaps beyond — will be his longtime friend Robert Ross, a salty character who's been around boats all his life, including many days of fishing off Alaska.

Tenacious — La Fitte 44

David Dodds & Maureen Sullivan Alameda, CA

"The kids need to see more of the world than a shopping mall before they're 18," says David. So he and Maureen have packed up their son Justin, 17, and daughter Katherine, 15, thrown off the docklines and are heading to the sunny climes of Mexico for some real-world education.

David and Maureen dated at Cal during the '80s, eventually parting ways. Then, 20 years later, they got together again in Colorado, where they learned to sail "on the Continental Divide." The couple now intends to sail Mexican waters until spring, then either bash home

along the coast or take the Clipper Route via Hawaii.

By the way, this may be the only Ha-Ha boat with an officially designated "moral officer": Master Duke (Maureen's dog).

Interlude — Morgan 382

Don & Peggy Cox, Marina del Rey

Sometimes you find romance when you least expect to. We're told that Don and Peggy first met during an Around Catalina race: "We fell in love on the backside of the island, trying to get around it in very little wind."



When the race got slow and boring, Peggy and Don of 'Interlude' fell in love.

Fast forward a few decades and here they are about to set sail for Mexico on an open-ended cruise. They are happy to report that they've recently achieved the status of "semi-retirement" (he is an engineer and she works as a "background actor").

During the Rally, Rick Toomin and Tom O'Connor will be along as crew.

Sea Ya — Seawind 1000 cat Joe Weathers, San Diego, CA

It's pretty surprising to have two boats entered in the Ha-Ha named *Sea Ya*, but then last year there were two named *Con ti Partiro*. Go figure.

Having seen a lot during his career as an insurance agent, Joe has some sage advice for fellow Ha-Ha'ers: "The road of life can be long and lumpy. Bring lots of beer."

During his 35-year sailing career, Joe has chalked up more ocean miles than he can count, including the 1976 Tahiti TransPac and the 1980 Pacific Cup. This time out his ultimate destination is yet to be determined. Crew for the Ha-Ha will be Joe's son Wayne, David Scardigli and Jeff Obertelli.

Incescent Moon — Tayana 42 Barbara & Cori Frum, Alameda, CA

Barbara and Cori think of this trip as a "radical sabbatical," as they've sold their home and retired early in order to

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Barbara of 'Incescent Moon' and her husband Cori are taking a "radical sabbatical."

pursue cruising dreams which began just five years ago. (He worked as a scientist and she, as a nurse.)

Apparently the fantasies began after they snorkeled amid the anchored Ha-Ha 2000 fleet while on a Cabo vacation. Upon their return home, they took up sailing and bought this sleek 42-footer just two years ago. After playing in Mexican waters, they plan to head west to the South Pacific and beyond.

**Timshel — Pearson 300
Roland & Debbie Smith
Richmond, CA**

"My bowline knots have been perfected and I'm ready to go," says Debbie. Oddly enough, she grew up in San Francisco while Roland was "born and bred on a backwoods, two-mule farm in Alabama," yet it is he who's had a lifelong fascination with ships and the sea. His curiosity inspired him to join the Navy after high school, then later to spend six years finishing out this rare Pearson 300, and today to head south to Cabo and beyond.

We'd bet that the couple's professions will both be huge assets during their

Having swapped Roland's mules for a sailboat, Roland and Debbie of 'Timshel' are outta here.



travels: he is a mechanic / millwright and she is an R.N.

**Nellie Juan — Sabre 42
Ken & Judy Pendleton, Seward, AK**

Talk about an unusual profession. Now retired, Ken was a landscape architect in Alaska. Guess he must have worked with the hardiest of plant species. In any case, he and Judy, a financial analyst, are happy to be taking a break from the chilly north country in hopes of breaking a sweat and garnering a tan in the tropics.

Through 25 years of sailing, they've done a good deal of coastal cruising, but all of it has been in the Pacific Northwest. So this trip, and their eventual voyage to either the South Pacific or Hawaii, should be quite an adjustment. Friends Kevin and Jeanne Walker will crew to the Cape.

**Meralee — Atkins 32
The Lee Family, St. David, AZ**

Just because this classic 32-footer is small, doesn't mean the Lees aren't bringing along plenty of toys. Among them are a hookah diving rig and a Hobie Wave (a mini-Hobie Cat) — seriously! Perhaps those items were needed to convince Eric and Sue's son Ryan, 12, to come along.

Amazingly, this couple has owned 11 boats during their 13 years of sailing together. They picked this one up just a few months ago, proving — we suppose — that it doesn't take years of preparation to get ready for a Ha-Ha. Footnote: We're not certain, but this is probably the only ferro-cement boat in this year's rally — don't play chicken with her!

**King's Quest — Tayana 48
Lynn & Stella King
San Francisco, CA**

We had a good laugh while reading Lynn and Stella's entry application, "This is a great boat for two people to cruise as long as they wash!" Turns out we just read their handwriting incorrectly: "... as long as they wish." Then again, the former statement is probably also true!

Now both retired, Lynn, a former engineer, and Stella, a former realtor, have been sailing together for three decades, but this is their first trip south of Ensenada. This time they expect to spend at least one season exploring Mexican waters, and their late-model 48-footer is certainly fitted out for comfortable cruising. Her amenities include air conditioning and a washer/dryer.

**Brujo — Greenpeace 33
Phil McRee & Donna Baron
Juneau, AK**

Undoubtedly one of the more unusual vessels in this year's event, *Brujo* was 'homebuilt' by Phil at the U. of Alaska Marine Tech Center in Juneau. Her hull is steel and her cabin is aluminum. Unlike probably any other Ha-Ha boat, she is ballasted by twin bilge keels. Since each contains 6,000 lbs of lead, hopefully she'll be plenty stable on the open ocean.

Much of the boat is composed of recycled materials: her metal mast and boom came from a Sitka pulp mill; her galvanized bow sprit was formerly a light pole, found in a junkyard; and "everything from props to winches" was bought used from Minney's Yacht Surplus in



Alaskans like Donna and Phil think outside the box. They built 'Brujo' themselves.

Costa Mesa.

Donna and Phil — who once worked as a bush pilot — certainly sound like fascinating folks. In the spring they'll take *Brujo* west to the South Pacific.

**Checkmate — Freya 39
Bernie Kreten, Sausalito, CA**

On his entry forms, Bernie, who is a patent attorney by profession, made a statement that many of us can relate to: "People ask me if I am afraid of dying at sea. But I am more afraid of dying at my office desk!" No wonder he's pulled the plug on his career early, and is now heading off to unknown adventures in Mexico, the Caribbean and the Med.

Having taken up sailing nearly 20 years ago, Bernie bought this well-found cruiser less than three years ago. Mike Besche and George Louis will join him on the run to the Cape.

**Centurion — Mariner 31
Charles Phillips, Chula Vista, CA**

We have no idea what Charles' line of work was before retiring, but at age 61

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After 30 years of sailing, Charles of 'Centurion' still calls himself a novice.

he looks fit as a fiddle — the sort of guy you'd like to have around when there's a piano to be moved.

Although he's been sailing for 30 years, to his credit he still has the humility to admit that he's "still just a novice." He's owned this vintage 31-footer — his third boat — for 13 years.

Fritz Grabhorn will crew to the Cape. Afterwards, *Centurion* will cruise the Sea of Cortez.

Perfect Excuse — Hunter 410 The Reemeyer Family Vancouver, BC

Fred and his wife Paulli bought this boat just four months ago. We're not sure, though, if they fell in love with the boat itself, or if the name simply attracted them. "Because of her name, buying her gave us the 'perfect excuse' to take a year off." From their perspective as north country residents, this year of cruising will translate as "a year of summer." They are very much looking forward to it.

Flushing out the crew list will be son Rob, 12, and daughter Jessica, 10. The family's post-rally cruising plan is loose. They'll spend Christmas at Rincon de Guayabitos, then, they say, "We'll go where the wind takes us."

Buying their 40-footer gave the Reemeyers the 'Perfect Excuse' to go cruising.



Britannia — CS 36 Larry & Marjorie Zedaker Emeryville, CA

Larry and Marjorie have experienced their own manifestation of the 'global economy' concept. As Larry explains, "This is a Canadian boat with a British name, which I, an American, purchased from a Frenchman, in order to cruise in Mexico!"

Having paid their dues in the trenches — they were both school teachers — Larry and Marjorie "hope to unwind and stay flexible" after the Ha-Ha. Like many other entrants, they'll cruise Mexico's Pacific coast this winter, then reassess in the spring. Eventually, they hope to sail or ship *Britannia* to the Pacific Northwest for a different style of cruising.

Sand Dollar — Crealock 34 Don Pratten, Seattle, WA

Shortly after Don's younger brother had a stroke, he realized that time may be running out for his long-anticipated cruising adventures. "After no more than 10 minutes of deliberation, I decided to chuck it all and go cruising!"

That was two years ago, and in the interim he bought this late-'80s 34-footer, sold his dental practice, rented out his house, put his possessions in storage and took off to explore Alaskan waters before heading south.

Robert McFadden will crew at least as far as Cabo.

New Paige — Nordhavn 40 The Allard Family, Sidney, BC

Although Roger grew up around boats in northern New Brunswick, after moving to the Canadian prairies and marrying a "prairie girl" (Joan), boating was a distant memory.

For some reason, though, about six years ago Roger's interest in boating reemerged. He bought a sailboat and introduced Joan to the sport. "She loved the water," he recalls, "but wasn't so sure about sailing." So once he got the idea to go cruising, it was decided that a comfortable motoryacht would be their best option.

Now, as Roger puts it, "We're indulging ourselves in our mid-life crises, and dragging our daughter

along. She loves it." In fact, daughter Kimberly, 7, is listed on their crew roster as First Mate.

Aquarius — Olympic 47 The Ribkoff Family Hood River, OR

Mark (aka Dad) began his sailing career at age 10, and we're told that "whatever sports use the wind and water appeal to him." Having mastered windsurfing, his latest is kiteboarding. Heidi (Mom) began even younger — at age 7 — when she crewed (albeit somewhat reluctantly) for her dad. She now also windsurfs.



Could the 'Aquarius' crew be staging a protest against Captain Mark?

However, they both renewed their enthusiasm for (keelboat) sailing six years ago with the purchase of a 30-footer. Then, just a few months ago, they upgraded to this roomy Ted Brewer-designed 47-footer which will take them and their kids, Matthew, 16, and Jessica, 13, on a grand Mexican adventure this year. The kids apparently weren't too sure about this unconventional idea, but they warmed up to it when they realized they'd get to miss a year of school!

Sandpiper — CT 42 Roger & Margaret Brindle Sausalito, CA

"In a way," explains Roger, "two generations of dreams will be coming true when we cross the starting line." You see, this boat is named after a vessel that Roger's father owned when he was born, the nameplate of which resides in *this Sandpiper's* salon. Sadly, Roger's dad never got to realize his cruising dreams, but Margaret and Roger are now on their way, after a false start last year.

Both are retired school teachers who've had fulfilling and diversified careers, including two years together

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in the Peace Corps stationed in the Dominican Republic. The Ha-Ha's starting date holds special significance for them, as it was exactly 40 years ago to the day that they first met at a Halloween Party. We're curious to know how each was dressed!

Second Wind — C&C 48
Bill Heumann & Marjorie Menz
Juneau, AK

"I once asked a National Geographic Society cartographer why they made maps of the U.S. with Alaska in a box near Baja California," recalls Bill. The answer: "We know you Alaskans really want to be down near the Baja!" According to Bill and Marjorie, there's a lot of truth to that — they're certainly ready after spending much of their lives in rainy Southeast Alaska. As Marjorie says, "I'll do anything to get into sun country!"

Apparently the cruising bug bit this couple just two years ago, but it bit hard. Marjorie learned to sail only after they bought this sturdy 49-footer. Now, however, they've apparently perfected their skills, as they intend to head for



Bill and Marjorie of 'Second Wind' hope to continue on to the South Pacific next year.

the South Pacific this spring or next.

Marjorie's son Keith Gorsuch and his lady Allison Armstrong will crew on the Rally.

Dream On — Fast Passage 39
Bruce & Laurie Garretson
Seattle, WA

"Laurie must be a saint," says Bruce, "because knowing how much fun I had on the 2003 Ha-Ha, she let me talk her into quitting her 20-year position as a school librarian, selling the house,

putting our worldly goods into storage, packing up the dog and the cat and setting off on this adventure in downsizing, loose plans and overall craziness!"

Joining them on the run to the Cape will be retired school teacher Shirley Fox, and three-time Ha-Ha vet Colin Banks.

The Garretsons' post-rally plans are appropriately loose, with the possibility of a South Pacific cruise in their future.

Wind Rush — Downeast 41
Steve Armanino, Newport Beach, CA

"I want to make this winter a memorable one," says Steve, "with good memories, that is."

Although he's a lifelong sailor, he just bought this boat last January, then fitted her out with "all new goodies," and was ready to go, when his crew dropped out recently due to health and work complications. No matter, Steve is determined to find new crew and complete the Ha-Ha this year, after yearning to do so for a decade.

In addition to a variety of bareboat charter trips overseas, Steve has plenty

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of offshore sailing under his belt, including trips to Hawaii, British Columbia and the Channel Islands. Post rally plans are yet to be determined.

Ramble on Rose — Caliber 40
Micheal McNamer & Ceacy Hart
Davis, CA

"It's time to live the dream," say Michael and Ceacy. "After raising a blended family of six children, we decided to broaden our horizons by learning to sail."

That was 10 years ago, and today, after living aboard for two years, they're heading out with a boatful of toys for at least one season of tropical bliss. On board are "a guitar, a bass, a sea kayak and gear to make cappuccinos sans electricity!" What else could they possibly need, right?

Crewing on the trip south will be David Younkman.

Crosswave — J/120
Eugenie Russell, San Francisco, CA

This entry is unique to the fleet, as this fast J/120 is being delivered — via



Micheal and Ceacy of 'Ramble on Rose' will be in charge of making cappuccinos.

the Ha-Ha — to her new seasonal home at Nuevo Vallarta's J/World facility, located at the Paradise Village Resort and Marina.

J/World's manager, Wayne Zittel, bought the boat just a couple of months ago to add to his existing Mexican fleet of three J/80s. But for some reason his sailing instructor, Eugenie Russell, and her crew get to have all the fun out on the ocean while Wayne drives down with a truckload of gear.

Eugenie is a native of Brittany, France, and thus has sailing in her

blood. Although only 31, she's already done a great deal of offshore sailing and racing. Others on her crew are Tammy Summer, Michael Wright, John Knudson, Mark Fagan and Kellie Markey.

Elizabeth — Islander 33
Ernesto Zavala, National City, CA

Every entrant is undoubtedly busy as heck during the weeks leading up to the Ha-Ha. Some, like Ernesto, are apparently so busy they don't have time to tell us much about themselves. That often inspires us to make up whatever we want about their entry. But we'll resist the temptation this time.

What we can tell you is that Ernesto, at age 36, is one of the younger captain's in this year's fleet. He learned to sail in his mid-20s, and has done previous ocean passages in the Pacific. Friends Joaquin Lam and Marco Apodaca will crew aboard *Elizabeth* during the Rally.

Dreamweaver — Savega 41 trawler
Ken & Dottie Saville
Big Bear Lake, CA

Within a fleet this size, there are many



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boats that have unique distinctions, but we're pretty sure this is the only one which was built at 8,500 feet above sea level. Ever since the fall of '98, when Ken and Dottie decided to convert a 22-year-old fishing boat into an oceangoing trawler on their 40-acre ranch at Big Bear Lake, they've frequently been heard to ask, "What were we thinking?"

Today, though, the countless hours of hard work are finally paying off. Now, they have a new favorite expression: "May our adventures take us to where only our dreams have dared to go!"

Adie and Joanne Salzer crew to the Cape. Although they're powerboating this time, for the record, they and the Savilles are all longtime sailors.

**Lady Joanne — Morgan O/I 41
The Fornias Family, Tujunga, CA**

This is the second trusty old Out-Island 41 in the fleet — the other being *Bronco*, owned by Nels Torberson. Vince and his wife Joanne would be wise to pick Nels' brains before the rally, as he's found ways to coax more speed out of *Bronco* than even her designer would



Vince named his boat after his wife, 'Lady Joanne'. Their infant will be a future Ha-Ha'er.

believe.

Eleven years ago Vince and Joanne made a previous pilgrimage to Mexico, nonstop from Redondo Beach to Mazatlan aboard a LaFitte 44. This time the trip should be a bit more relaxed, as they'll have the help of their daughter. . . that is, "First Mate" Mariluz, 9, and veteran Coast Guardsman Larry Beane.

After the Rally, *Lady Joanne* will head to P.V. with the Rally to Paradise.

**Living Water — Island Packet 38
Terry & Regina Heil
San Francisco, CA**

According to Terry, there's little worry of *Living Water* sinking, no matter what happens. "Regina has ordered enough Click Clack storage containers to keep the boat afloat even if we get holed in route."

Terry, a software developer, says he's taking a 'halftime' break in his career. He and Regina, a former trainer, artist and glassblower, intend to be out for two or three years. One place that's high on their list of must-see stopovers is the San Blas Islands, off the Caribbean coast of Panama. Terry previously visited them years ago during a training cruise with the Orange Coast College School of Sailing and Seamanship.

**Calpurnia — Beneteau 461
The Read Family, Houston, TX**

Some parents wait until their kids are adolescents before taking them cruising. Not Mark and Amy. Perhaps their idea in bringing along 15-month-old Robert is to get him used to life on the sea before he's

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— RUNNING FROM THE RAT RACE

old enough to vocalize his complaints.

In any case, we wish them the best of luck on their cruise to the Cape. Since buying this boat — their first — a year ago, they've done a shakedown trip to Alaska, then forged south along the rowdy Pacific coast, all without a mutiny. The rest should be a cakewalk.

Post-Rally plans are "yet to be determined." But, as Mark notes, if they don't get young Robert back home by Christmas, "one of his grandmothers has a kidnapping plan prearranged with the CIA!"

Impulse — Dragonfly 1200 tri George Cathey, San Francisco, CA

"We hope to add a little 'Yo, Ho, Ho' to the Ha-Ha," says George, a software executive. We're not sure if that means he and his crew, Dominique Fredregill and Todd Malone, plan to pillage and plunder, or perhaps just toast each sunset with a tot of rum.

In any case, heading downwind on this innovative 40-ft tri should be a fast, sweet ride. Among the notable features of the Dragonfly design is its "swing



Luckily, George of 'Impulse' has already been to waterfall country. There are none in Baja.

wing" function, where the ama struts compress, shrinking the boat's overall beam for docking.

Having bashed north once before, George is looking forward to sailing like a gentleman (never to weather), and will continue on to Mazatlan and P.V. before heading home in the spring.

Hoofbeats — Beneteau 41 Tony & Sharon Matthews Dana Point, CA

"You plan for a hundred years," says Tony, "but you don't know what will happen in the next moment." Perhaps that's why he and Sharon are seizing the opportunity to get away now, while there's nothing to stop them. As to their post-Rally cruising plans, they are leaving their options wide open.

Joining them on the trip south will be "navigator" Jonathan Bowie (age 15), Paul Sullivan and Sheri Meehlies.

Talofa — Custom 97-ft Schooner Cactus & Betsy Bryan, La Paz, MX

There has never been a vessel in the Ha-Ha quite like *Talofa*. Then again, there's never been an owner named Cactus either.

As reported in the July 2005 edition of *Latitude 38*, *Talofa's* construction was begun in the 1920s by a pair of brothers who intended to use her to retrieve a cache of 'treasure' they'd stumbled onto in the Solomon Islands during WWI. Sadly, the brothers never fulfilled their

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dream, but after years of neglect in a half-finished state, *Talofa's* construction was finally completed, and she eventually made a 10,000-mile South Pacific circuit. Later, however, she languished again until Cactus and Betsy bought her in May, 2004 with the idea of using her for hands-on sail training and adventure sailing programs, primarily in the Sea of Cortez.

Having thoroughly refit her, the Bryans are now returning to their La Paz homeport for the second time this year, having sailed north last spring to participate in a series of tall ship festivities along the West Coast. (Check out www.bajaschoonercruises.com or www.talofatallship.com for more info on *Talofa's* offerings.)

**Morning Light — Explorer 45
The Thomas Family
San Diego, CA**

"After sailing the 2000 Ha-Ha as crew aboard *Luna Sea II*," explains Scott, "Kelli and I finished a 'circumnavigation' of America by Harley, and got married." Next, they spent five months taking their



Having garaged their Harley, Scott, Kelli and Coral of 'Morning Light' are Mexico bound.

boat — "the wrong way" — from San Diego to the San Juans, and commuter cruised up there for several years.

Having brought *Morning Light* back to SoCal at the end of last year, they're ready for their next adventure, this time with their nine-year-old daughter Coral along. We're told she's just been promoted from swab to second mate. According to Scott their only firm plan after reaching Cabo is "to buy a T-shirt that says 'Kiss my ass, I'm on vacation.'"

**Sooner Magic — Beneteau 477
Garland Bell, Oklahoma City, OK**

While in his mid-20s, Garland got into sailing aboard his father's pop-top boat. He also found it useful for wining and dining his ladyfriends. "That boat is long since gone, but I ended up marrying the second date that I took aboard." Now, 20 years and four daughters later he muses, "I guess you could say that sailing has been very, very good to me!"

Over the years, Garland, a real estate developer, has done lots of serious racing and has taken his family on at least 10 Caribbean bareboat charters. But he and his family have always wanted their own cruiser, and this, apparently was the year to make that leap. They bought this big Beneteau just two months ago and have quickly equipped her to join this southern migration.

Jim Taylor, Walter Smith and Alan Weaver will make up the Ha-Ha crew.

**Both-and World — Catalina 42
Kevin Collins, San Diego, CA**

"It's all about the adventure," says Kevin, who works as a real estate broker.



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— RUNNING FROM THE RAT RACE

He and a boatload of buddies are heading south "for the experience, education and adventure." They are Dan Foster, John Masterson, William Hardy and James Jellison.

Unfortunately, long-term cruising is not on the agenda this time 'round for Kevin and the boys — somebody's gotta work, right? So this 42-footer will be delivered back to San Diego after the Rally. What does the name mean? We have no friggin' idea.

**Gitane — Catalina 36
Louise Orion & Ivo Waher
Berkeley, CA**

Here's evidence that *Latitude's Classy Classifieds* are worth the investment: Ivo and Louise met via a crew ad in November, 2004, and a year later are on the verge of setting out on an open-ended cruise.

Having sold her software business last year, Louise decided to sail around the world. But just to be sure she liked being at sea, she logged 10,000 miles on other people's boats. After finding an ideal bluewater cruiser, *Gitane* (which



Ivo and Louise of 'Gitane' are big fans of Latitude's Crew List.

means gypsy woman), she found Ivo, who appears to be a prince among sailors: "He has an Extra Ham license, speaks five languages and can fix anything!"

They plan to spend this season in Mexico, then sell *Gitane* and go cruising long-term on Ivo's 45-ft cutter.

**God Speed — Pearson 44
Leonard Wahlquist & Beth Smith
San Pedro, CA**

We're told that Leonard has given up stock car dirt track racing in order to pursue his sailing interests. On a good

day out on the water, he probably won't experience the same adrenal thrills, but on a bad day, he just might!

Since they started fantasizing about doing the Ha-Ha five years ago, they've traded boats twice, finally settling on this Pearson Countess. "We figured this one is big enough so we won't kill each other!" Leonard and Beth's cruising itinerary is uncertain, but having left careers in construction and graphic arts, respectively, they're under no pressure to return home anytime soon.

**Nasiya — Allaire 34
David & Jason Cowley
San Diego, CA**

"Let the adventure begin!" says David. Having begun their sailing careers just five years ago, he and his adult son Jason have made lots of weekend trips to Catalina, but this will be their first real offshore cruise, and they're rarin' to go. David is yet another computer programmer who has retired young.

We don't know much more about this duo or their vintage boat, except that David claims she is "French built, with



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no interior space." Sounds cozy. Hopefully the close quarters will enhance the father/son bonding.

Carpe Vita — Advantage 44 cat
Mike & Mary McCluskey
Eugene, OR

"Baja Ha-Ha, Mexico, Galapagos, Tahiti, New Zealand — the world is now our home and the course is our choosing!" say Mike and Mary.

She was actually raised aboard an Alden schooner, but it was Mike who had dreams of cruising many years ago. For Mary, memories of leaky decks, heavy sails and her continually seasick mother made the idea less than attractive. Years later, however, after raising a family and succeeding in their careers — he in public works, she in symphony education — she gave in. No doubt the stability and sophistication of this modern cat helped seal the deal.

NanSeaMay — Beneteau 510
Bill & Nancy Hardesty, Benicia, CA

After completing two previous Ha-Has, Bill and Nancy have one wish: "We hope



Mike and Mary of 'Carpe Vita' have far-reaching cruising plans.

there will be more wind than in 1997 or 2000, but not so much that we're going too fast — we don't want to impact our tuna fishing!" Although they originally wanted to see the Mexican mainland this year, that will have to wait, as they're planning to head north after the Rally to Ensenada's Baja Naval for some boat repairs.

NanSeaMay will have a full complement of crew this year. "With all the

electronics on board, we've decided that Bill Stacy is the perfect navigator, as he runs a thriving optometry practice and likes gadgets." The others are Bill's wife, Sharon, his brother Rick and Rick's fiancée Sandra Timmerman.

Moontide — Lagoon 470 cat
Bill Lilly & Linda Laffey
Long Beach, CA

Bill is yet another longtime monohull racer who has downshifted into catamaran cruising mode. Prior to 'converting' he showed his sailing prowess in the TransPac, SORC, America's Cup trials, and transatlantic races. But these days he's mellowed substantially.

"Aboard our cat, we plan on getting all the way to Cabo without spilling a single glass of wine," say Bill and Linda. But after viewing their equipment list it seems to be a miracle that she moves at all. It includes: two air conditioners, an icemaker, two refrigerators, a freezer, a washer/dryer. . . and "too many bottles of wine." *Moontide* will be based out of La Paz this season, so Bill and Linda can commuter cruise aboard her. DeAnne

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— RUNNING FROM THE RAT RACE

Trigg will crew to the Cape.

Bold Endeavour — Endeavour 42 Johannes Figel, Ventura, CA

Ever since Johannes, an electrical engineer born in Switzerland, observed sailboats plying the waters of Moorea many years ago, he's had the dream of arriving there under sail on his own boat. Doing the Ha-Ha is the first major step toward that end.

Because he has limited sailing experience, however, he's wisely hired professional skipper Leonard Wohlsdorf to ease him in to offshore sailing. A highly experienced Swiss friend, Franziska Wey, will also come along for the ride.

Hopefully Johannes' cruising dreams will be more vivid than ever by the time he reaches the Cape.

Rhapsodie — Marquesas 53 Caren Edwards Santa Barbara, CA

Plenty of guys stay working while their wives take time off. . . to have a baby, go back to school, etc. But, to go cruising without him? Sounds a bit harsh.



Johannes of 'Bold Endeavour' may soon fulfill his dream of sailing into Moorea's lagoon.

No worries, though. In the Edwards' world, this is just a casual jaunt. Many *Latitude* readers will recall our July 2004 interview with Caren and her husband Sam about the five-year cruise they'd recently completed with their kids, all over the Pacific Basin. A lifelong sailor, Caren says, "I've never sailed in the company of 100 boats, as we usually like a lot of space. But we couldn't pass up a great party!"

Joining her on the Rally will be Chris Connors, Mark McNulty, Edo Colligan

and Larry Boyle.

Capricorn — Formosa 46 Michael & Hans Geilhufe Palo Alto, CA

"After 20 years of sailing the Bay and two years of overhauling *Capricorn*, the skipper is ready for the next cruising adventure," explains Michael. This big sloop is his first and only boat, which he's owned for 26 years.

During that time, one of the 'adventures' that he least likes to recall is the time his anchor shackle parted in the Cojo anchorage, and *Capricorn* almost ended up on the beach. That's not the sort of adventure brother Hans signed up for. Together, they'll continue to the Canal, then eventually cross to the Med.

Bad Kitty — Nauticat 40 Larry & Mary Clark, San Diego, CA

Ah ha! We get it, *Bad Kitty* = Nauticat! Clever. At first we thought perhaps this 40-footer had a habit of veering off course to chase birds, or that she made annoying sounds in the middle of the night.



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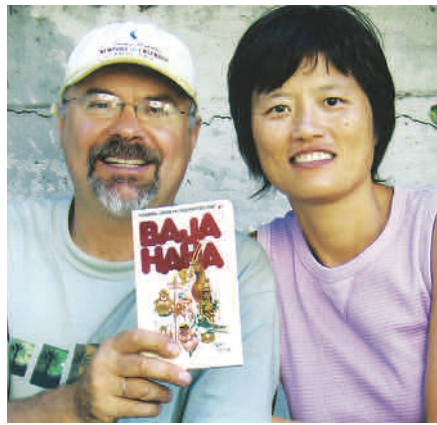
Larry and his crew — Don Heather and Gary and Nancy Clark — will be cruising in comfort aboard this late-'80s pilothouse sloop, as she is set up for easy sailing with electric winches, a furling jib and main, not to mention many creature comforts below decks. Unfortunately, as Larry knows, being an engineer, "it will all break down" when Murphy's Law decides to manifest itself!

Bad Kitty will be stored in Mexico this year, then Larry and his wife Mary will be back to claim her and continue cruising next year.

Raireva — Dreadnought 32
Marek Nowicki & Helen Chien
San Pedro, CA

The Dreadnought 32 isn't the most famous sailboat design in the world, but this sturdy little cruiser has taken plenty of sailors to much-dreamed-about destinations, including Harry Heckel, who, at age 87, became the oldest person to solo circumnavigate earlier this year.

At this point Marek and Helen's plans aren't so far-reaching, but you never know. Both are educators who



Marek and Helen of 'Raireva' discovered this rare Baja book — about RVing south.

have apparently had enough of kids and classrooms, for a while anyway. Post-Rally, they'll continue south, "exploring the Mexican mainland, Honduras, El Salvador and hmm. . . who knows?"

Ocean Eyes — Buchanan 55
The Hiatt Family, Sun Valley, ID

Let's get one thing clear: Betsy is the captain, and Greg is the navigator aboard this New Zealand-built steel ketch. Perhaps that's because Betsy has been

sailing since she was a kid, while Greg has been at it for 'only' 20 years. Their 12-year-old son Franck will also be along in the role of "scallywag."

For them, the Ha-Ha is but a small step in an extensive, two-year circuit of the Pacific Basin. Having begun in Seattle, they intend to explore Central America, then head out to the Galapagos, on to French Polynesia, New Zealand and Australia before circling back to the Pacific Northwest.

Far Country — Valiant 40
Gordon & Vlasta Hanson
Sausalito, CA

For some Ha-Ha entrants, the Ha-Ha is the greatest adventure of their lives. But for guys like Gordo, as he is called by friends, this will be just one in a long line of extremely adventurous undertakings. During his stint in the Coast Guard he went to both Antarctica and the Arctic aboard an icebreaker, and also served as a helo rescue pilot. In a later incarnation, he somehow morphed himself into a Silicon Valley lawyer.

Gordo's wife Vlasta points out that

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— RUNNING FROM THE RAT RACE

since she grew up in a cornfield in Illinois, it's no wonder she's still getting used to "this sailing thing." A dental hygienist, she is in charge of keeping the crew smiling. Also aboard will be Ron Mori. *Far Country* will cruise during the winter, then sit out the summer on the hard in San Carlos.

Mistress — Swan 53
Tom & Monique Lafleur
San Diego, CA

Many Ha-Ha'ers might want to say "Thanks!" to Tom although they've never even met him. You see, although he's officially retired from a career in telecommunications, he operates one of WinLink's SSB email gateways which many cruisers utilize.

Both Tom and his sister Monique are longtime sailors who have done extensive cruising and racing in Mexico, the Caribbean and elsewhere. Their post-Ha-Ha plans include spending Christmas in Acapulco, and possibly doing MEXORC and the Banderas Bay Regatta.

They'll be joined on the Ha-Ha by Daniela Ambrosi and Marc Rosenfeld.



We wonder if Carl and Kary will give their girls spinnaker lessons aboard 'Rocket'.

Rocket — SC 50
The Fuller Family
Newport Beach, CA

"I can't believe that our family of girls has agreed to live aboard our racing boat" says Carl. He and his wife Kary have campaigned *Rocket* in a variety of races since buying her a year ago. But now they've decided to switch lanes radically and spend a year cruising Mexican waters with their three daughters, Sally, 10; Kappy, 8; and Seneca, 7.

We've gotta salute these young par-

ents for having the stamina to face doublehanding day and night — while simultaneously keeping three youngsters amused out on the ocean. But then Carl himself learned to sail at age 5 and Kary's been sailing since her mid-20s, so they could probably do it blindfolded.

Millennium Falcon — 60-ft Schooner
Michael Ganahl & Leslie Hardy
San Francisco, CA

As you might imagine, *Millennium Falcon* is the first and only three master ever to do the Ha-Ha. While the sail plan of this Ted Brewer-designed schooner may seem like overkill for a 60-footer, she is certainly a beautiful sight, gliding along over the blue Pacific — especially when flying her massive masthead spinnaker. The boat and her owners have done both the 2000 and 2001 Ha-Has.

Although Michael has sailed all his life, Leslie didn't become a serious convert until she had to wave good-bye to him as he sailed off to Hawaii on the Pacific Cup. Since then, the couple has sailed extensively offshore, including

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two major Pacific crossings aboard the SC 52 *Prufrock*, owned by Leslie's sister and brother-in-law, Diana and Jim Freeland. The Freelands will now reciprocate, by crewing aboard *Falcon* during the Rally.

**Summer Wine — Catalina 42
Walt Gonzales, Dana Point, CA**

"If you're interested in cruising," says Walt, "this is the best way to start." Like many Ha-Ha skippers before him, Walt first did the Ha-Ha as crew — he enjoyed it, but vowed to return again at the helm of his own boat.

Perhaps due to his skills as a human resources manager (now retired), he's assembled a boatload of talented crew, including three female racers, two of whom are licensed captains. They are: Suzie and Ron Campbell, Barbara and Floyd Sanford and Annette Cook. *Summer Wine* will return to Dana Point after the Rally.

**Marilee — Beneteau 47
Mike Collins, San Diego, CA**

This is one boat that we assume is well

indemnified — Mike makes his living as an insurance agent.

He's nicknamed the boatload of buddies traveling with him the "Cripple Creek Crew," as two of the five have been on crutches for the past six months. On the all-guy roster are: Bob Macomber, Thomas Todd, John Chambers and Tom Stanford. They've all raced and taken U.S. Power Squadron classes together, so hopefully there will be no surprises, personality-wise.

Mike says he's anxious to "Hurry up and slow down," and his planned winter in Mexico should be just what the doctor ordered.

**Lonely Wind — Jaguar 27
James & Patricia Murray
San Diego, CA**

"I have been waiting a lifetime for an adventure like this one to come my way," says James, a retired contractor. He and Patricia, a former teacher, were both enthusiastically planning for this year's event when she made the horrible mistake of seeing the movie *The Piano*. (For the uninitiated, it's about a shipwreck.)

Having overcome the initial paranoia which followed, they're now rarin' to go again, with the help of crewman Reggie Lewis, a longtime sailor. *Lovely Wind* is undoubtedly unique within this fleet, as she is a British-built shoal-draft design. The Murrays will cruise through the Sea of Cortez after the Rally, and eventually trailer their sloop home from San Carlos.

**Cadence — Fast Passage 39
John Murphy, Sausalito, CA**

We're happy to see Dr. John re-up for another Ha-Ha, as he, more than any other entrant we can think of, deserves to have a bit more Ha-Ha fun. You see, he finally completed Ha-Ha XI last year after suffering three false starts in previous years due to various breakdowns. The worst was a blown engine just days before the start.

This year, we hope Lady Luck will be riding aboard *Cadence* again — although we don't see her listed on John's crew roster. In fact it will be an all-guy crew this year: Brent Beatty, Nathan Sackler and 'Lachy' Lachlan. After the Rally,

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Cadence will continue south to P.V., then eventually do some gunkholing in the Sea of Cortez and whale watching in Mag Bay before returning home again.

Southern Cross — Beneteau 461 Caston & Laurin Dalon Long Beach, CA

"My favorite saying," says Caston, "is 'Make your dreams come true!'" And that's exactly what he's doing by joining the Ha-Ha — he says it's the sort of adventure he's been dreaming of doing his whole life.

For him, the trip will be particularly sweet, as he'll be sharing watches with his newlywed bride, Laurin. They intend to stretch their cruise into an extended honeymoon of at least a year by continuing south along the Central American coast to Panama.

We don't know much about Laurin, but we'd bet she's the active, outdoor type. She'd have to be in order to keep up with Caston, who is into all sorts of extreme sports. Hopefully this trip will galvanize, rather than test, their love for each other.



Caston and Laurin of 'Southern Cross' plan to make their dreams come true.

Laurelai — Islander 36 Ken Wilson, Terminal Is., CA

The way we understand the practice of shanghaiing, it's usually a means of acquiring *crew* rather than a *captain*. In this case, though, it seems that Ken, a retired judge, was coaxed and prodded into committing to the Ha-Ha by First Mate David Houtrouw, after his buddy Gary Cook lost his spot on another boat. So the three will now be sailing together to the Cape, hopefully without any of them needing to be persuaded by a be-

laying pin.

After the Rally, Ken's only stated plan is to "go wherever the wind blows."

Scarlett — CS 40 Russ & Jane Eichner, Benicia, CA

Every time we see Russ and Jane, they seem to be smiling. Perhaps that's because the only time we see them they're either doing the Ha-Ha or are just about to. They've both made the trip twice before, but the first time they were on different boats.

Somehow they met during the 2003 Ha-Ha, and their chance acquaintance quickly turned into one of the hottest romances of that event. They were married aboard *Scarlett* later that year.

One of the hobbies they both share is a love of scuba diving. In fact, Jane is a certified instructor, so it's no surprise that this sleek 40-footer now carries "tons of dive gear and a compressor." As to their post-Rally plans, either they haven't decided or perhaps they just don't want the entire readership of *Lat 38* to know.



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BAJA HA-HA XII PROFILES, PT III

Narnie O'Shea — Hunter 466
Tom & Darlene Pinkerton
San Diego, CA

We have no idea whom this boat was named for, but it's a safe bet that he or she was Irish. No doubt there's a long-winded tale to tell about it — and possibly also a fiddle tune as well.

In any case, Tom explains that for both he and Darlene, doing the Ha-Ha is "a first step toward gunkholing in the Sea of Cortez off and on until early spring." In other words, they plan to base *Narnie* in La Paz for the winter, 'commuting' down occasionally for some sunny R&R.

Joining them on the baja run will be Steve and DJ McLaughlin.

Pacific Enterprise — Colvin 52
Bob Lee, Seattle, WA

More than 1,000 boats have done the Ha-Ha over the years, representing a vast diversity of hull designs and rig types, but we can't recall there ever being a Chinese junk rig. Until now, that is. *Pacific Enterprise*, which was built of steel in the late 70s, carries a traditional lug rig.

She may look a bit odd, but she's a proven ocean cruiser, having sailed to Mexico before with her previous owner, who built her. And Bob, a retired Naval and airline pilot, brought her south from Canada recently without major problems. He's been sailing since the '60s and has owned this boat for four years. His Ha-Ha crew is yet to be announced.

After the Ha-Ha Bob will do a little cruising in the Sea of Cortez, then look for a safe harbor to leave her in during the '06 hurricane season.

Kabuki — Westsail 32
Ross Novak, Fairbanks, AK

Nearly a month after the 'official' entry deadline, Ha-Ha applications were still trickling in. *Kabuki* was the very last. "Dear Grand Poobah," he wrote, "obviously this entry is a bit late, but deadlines are so linear and confining. And where has linear thinking ever gotten us?" Hmm. . .

We don't know Ross, but we'd bet he is quite a character. He bought this sturdy little Westsail just five months ago and began prepping for the Ha-Ha. But prior

to that he spent more than four years in Sub-Saharan Africa mining for gold. (Believe it or not, Ross is *not* the first gold miner to have entered the Ha-Ha.) After the Rally, he plans to cruise Mexico until spring, then 'jump the puddle' to the South Pacific.

Sailing with Ross will be Matt Young, a young Aussie who has served as an officer aboard both the sail training ship *Young Endeavor* and *HM Bark Endeavor*, a globe-trotting replica of Captain Cook's famous ship.

Having *f-i-n-a-l-l-y* completed the task of profiling each and every Ha-Ha entry, we're going to lie down now, rub Tiger Balm into our typing fingers and dream about sun-kissed beaches, flying fish and billowing spinnakers.

If you aren't lucky enough to be among this year's phalanx of Ha-Ha sailors, fear not. There's always next year. And it's not too soon to start preparing.

Look for a complete wrap-up on Ha-Ha XII in our December issue.

— *latitude/aet*

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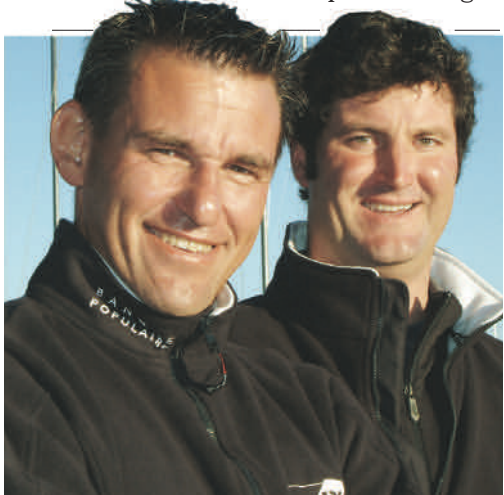
THE RACING

With reports this month on the *Paige/Logan Regatta*; a trio of women's regattas; the *Yankee Cup* and *Champion of Champions*; the *Melges 24 PCCs*; the *SSS Vallejo 1-2*; the *Jessica Cup*; the *Folkboat Internationals*; and the usual assortment of *box scores* and *race notes*.

Paige/Logan Regatta

French sailors Rohart Xavier and crew Pascal Rambeau, the reigning Star world champs, had never sailed on San Francisco Bay until the Calvin Paige Regatta, hosted by St. Francis YC on October 22-23. "With the Worlds here next year, we thought we'd better fly over and look around," said Xavier. "It was a very important practice. We learned a lot — this is a difficult place to figure out with the winds, current, and fog!"

Five different Star luminaries each won races — Andy Horton, Jeff Madrigali, Marc Pickel, Andy MacDonald, and Erik Lidecis — but in the end, it was Rohart and Rambeau, sponsored by Banque Populaire, who won the regatta with a steady 2,2,2,(3),3 record. The French duo, who took a bronze in Stars at the Athens Olympics and won the Worlds in 2003 and 2005, beat runner-up Jeff Madrigali



Men in black — Rohart Xavier, left, and Pascal Rambeau won the Paige Regatta. Right, Logan winners David Demarest, left, and Doug Baird.

and Swedish crew Anders Ekstrom, who has won the Star Worlds twice crewing for Freddy Loof, by seven points.

Conditions were mostly mellow, though Saturday's second race was windy enough to dismast Madrigali and George Szabo. Ironically, Madro won that race, yet blew his rig out burying his whisker pole while crossing the finish line. A DNS in the third

race and a costly 10th in the last race relegated him to second, still a great showing. Former German Olympian Marc Pickel beat out Erik Lidecis on the tiebreaker for third. San Diego Star legend Mark Reynolds, reunited with former crew Hal Haenel, was second going into Sunday's racing, but stumbled with a BFD (one of four boats 'black flag disqualified' in race four) and a 15th to finish an uncharacteristic seventh overall.

Doug Baird, who has campaigned eight different Mercuries over the last 52 years, won the concurrent Joe Logan Regatta again with seeming ease over a 12-boat fleet. Sailing *Axon*, a Nunes-built Mercury he spent 11 years restoring, with regular crew Jim 'JT' Taylor on Saturday and David Demarest on Sunday, Baird put together a 3,1,3,2 string to beat runners-up Jim Bradley and Pax Davis. Baird has been almost unbeatable this year in Mercuries, winning most of the regattas except the Nationals (SoCal sailor Mike Burch, who finished fifth in the Logan, won that title this year).



STAR — 1) **Banque Populaire**, Rohart Xavier/Pascal Rambeau, 9 points; 2) **Pegasus**, Jeff Madrigali/Anders Ekstrom, 16; 3) **Tango**, Marc Pickel/Andrew Palfney, 17; 4) **Team Corinthian**, Erik Lidecis/Mike Marzahl, 17; 5) **Pegasus**, Andy Estcourt/Casey Smith, 19; 6) **Rachel**, Andy MacDonald/Brian Fatih, 21; 7) **Keanon**, Mark Reynolds/Hal Haenel, 29; 8) **#8156**, Andy Horton/Brad Nichol, 30; 9) **Frolic**, Bill Buchan/Darin Jensen, 32; 10) **#8072**, Doug Smith/Mike Moore, 39. (21 boats; 5 races; 1 throwout)



MERCURY — 1) **Axon**, Doug Baird/Jim Taylor & David Demarest, 9 points; 2) **Stars**, Jim Bradley/Ben & Kathy Bradley, 4; 3) **Pacer**, Pax Davis/Aaron Lee, 14; 4) **Space Invader**, Dave West/Larry Fogelquist, 22; 5) **Jade**, Mike Burch/George Hershman, 23. (12 boats; 4 races; no throwouts)

Full results — www.stfyc.com

Three Women's Regattas

A trio of fun races for women occurred last month, starting with Sausalito YC's 26th Woman Skipper Regatta on October 1. Twenty-one boats, all skippered by women with mixed gender crews, sailed three quick races on the Knox/Yellow Bluff track in winds that grew to 20+ knots as the day went on. For the fourth year, proceeds of the fun regatta went to the Tall Ship Semester for Girls, an educational program that gives young women an opportunity to experience time at sea on a tall ship.

"This regatta continues to grow in popularity, with boats coming from as far away as Coyote Point YC and the Estu-



(which were credited 18 seconds a mile) were lumped together in the two PHRF classes, rather than broken out as usual.

A barbecue and silent auction followed the Storer racing, raising about \$2,000 for the the new Bay Area Youth Sailing (BAYS) organization. It's noteworthy that all three of these women's sailing events have charity angles — other regattas take note!

WOMAN SKIPPERS (SYC; Oct. 1; 3 races):

SPINNAKER — 1) **Vitrum**, Catalina 470, Julie Moore, 4 points; 2) **Jose Cuervo**, J/105, Stephanie Magruder, 6. (5 boats)

BIG NON-SPINNAKER (< 145) — 1) **Q**, Schumacher 40, Janice Still, 4 points; 2) **Jarlen**, J/35, Teresa Boyer, 5; 3) **Quicksilver**, C&C 39, Elaine Robinette, 10. (7 boats)

LITTLE NON-SPINNAKER (> 145) — 1) **Ka-Nina**, Catalina 34, Erin Stypulkoski, 5 points; 2) **Youngster**, IOD, Chris Sidner, 7. (5 boats)

SANTANA 22 — 1) **Inshallah**, Shirley Bates, 6 points; 2) **Elaine**, Leah Pepe, 7. (4 boats)

Full results — www.syconline.org

LINDA ELIAS MEMORIAL (LBYC; Oct. 15-16):

1) Annie Nelson, SDYC, 13 points; 2) Alice Leahy, Cal YC, 22; 3) Karen Campbell, LSF, 23; 4) Karla Moreno, PVPC, 28; 5) Christine Robertson, BYC/BCYC, 29; 6) Jane Watkins, SBYC, 35; 7) Patti Egan/Katy Lovell, WSA-MDR, 36; 8) Denise Eldredge/Sue Senescu, DPYC, 39; 9) Kelly Cantley/Joan Chandler, Cal YC, 46. (9 teams; 6 races; no throwouts; www.lbyc.org)

JOAN STORER (TibYC; Oct. 22; 2.5 races):

MOORE 24 — 1) **Sunshine**, Duffy Jolley, 5 points; 2) **E-9**, Lesa Kinney, 5. (4 boats)

DIV. I — 1) **Keala**, Wylie Wabbit, Sarah Deeds, 2 points; 2) **Q**, Schumacher 40, Ashley Perrin, 4; 3) **Quiver**, N/M 36 mod., Leslie Norris, 8. (5 boats)

DIV. II — 1) **Elaine**, Santana 22, Eva Rommel, 4 points; 2) **Wind Dance**, Cal 2-27, Monique Domis, 4; 3) **Red Hawk**, Hawkfarm, Shirley Vaughn, 5. (5 boats)

Full results — www.tyc.org

**Yankee Cup and
Champion of Champions**

The annual season-ending season showdown for HDA (Yankee Cup) and ODCA (Champion of Champions) racers took place in increasingly breezy conditions on the Cityfront on Saturday, Oct. 15. The Island YC race committee ran three quick windward/leewards off the Golden Gate YC race platform, with the awards ceremony immediately following. A total of 17 boats — all season champions — participated.

The Yankee Cup came down to the wire, with four different boats each win-

Girls just wanna have fun — On board the new N/M 36 'Quiver' during the Joan Storer Regatta. Inset, Storer class winners, from left: Duffy Jolley, Sarah Deeds, and Eva Rommel.

ary," said race official Tim Prouty. "Next year, it will be coordinated with some other women's events on the Bay."

Southern California has its share of women's racing, too, such as Long Beach YC's Linda Elias Memorial Women's One Design Regatta on October 15-16. Nine all-women teams, including one from Puerto Vallarta, sailed in the six-race Catalina 37 competition in the shifty winds of Long Beach's inner harbor. When the event was abbreviated on Sunday after just two races (due to rain), San Diego Olympic medalist and America's Cup veteran Annie Nelson was declared the winner by 9 points over Cal YC J/105 sailor Alice Leahy.

Sailing with Nelson, who previously won the LEMWOD in '98, were tactician Stacey Szabo, Shala Lawrence, Julie

Mitchell, Karen Yingling, Karen Butler, Chris Shannon, Michelle Morgan, Annie Sjoborg, and Juls Robinson. The regatta was established in 1991 by the Long Beach/Los Angeles Women's Sailing Association, and dedicated to the memory of Linda Elias, a three-time winner of the event, in 2003. The weekend doubled as a fundraiser for the Linda Elias Sailing Scholarship, which provides grants to individuals who have advanced the sport of sailing through their accomplishments or by helping others.

Back on the Bay, Tiburon YC's Joan Storer Regatta attracted 14 boats for three light-air, flat-water races off Paradise Cay on October 22. Per the SIs, each all-woman crew had the option of bringing one man along, as long as he wasn't anywhere near the helm. The racing was divided into three classes — a Moore 24 one design group and two PHRF divisions. Perhaps due to the small size of the regatta, spinnaker and non-spinnaker boats

PHOTOS BY LESLIE RICHTER



TROPHY PHOTOS/RICH AHLF



ning a race — the ID-35 *Jazzy* won the first one by three seconds over the Elan 40 *Tupelo Honey*; the Farr 38 *Mintaka* and *Tupelo Honey* tied for first in the second; and the Catalina 38 *Harp* won the windy third race. After some initial scoring problems involving the ratings of *Harp* and *Encore*, the Cup was eventually awarded to Gerry Brown's *Mintaka 4*, which won with a 5, 1.5, 2 record. Brown, who is also the president of HDA, was quick to point

Yankee Cup/Champions, clockwise from upper left — The Catalina 38 'Harp'; the 1D-35 'Jazzy'; the Elan 40 'Tupelo Honey'; start of the first Y-Cup race; 'Hoot' skipper Andy Macfie (left) accepts the C-of-C trophy from ODCA president Pat Broderick; 'Petard' and 'Hoot' leave the windward mark.

out, "If *Tupelo Honey* hadn't been DQed for going through the start/finish line in the third race, they would have won."
The Yankee Cup victory capped another great year for Brown and his loyal crew (Tom Ranweiler, Bruno Carnovale, Joe Rockmore, Dave DiFalco, and Bob Gardner). *Mintaka* also had *Hoot* crew

Conrad Holbrook aboard for the first race, as they gave him a ride to the starting area, but then couldn't wait for *Hoot* to show up. "Win or lose, the Yankee Cup is always fun," said Brown. "There's no entry fee, and arguably the racing isn't the best due to throwing everyone into just one division — the big boats have the

RACING SHEET



Yankee Cup/Champion of Champions, cont'd — The ODCA fleet beats upwind, with 'Max' leading 'Hoot' and 'Goose'; Yankee Cup winner (and HDA president) Gerry Brown won the Yankee Cup; the Antrim 27 'Max' plays catch-up. All photos latitude/rob and jr, except as noted.

advantage of sailing in clear air the whole time. But it's kind of a victory lap for all the class winners, and a nice opportunity to get together socially at the end of the season."

Andy Macfie's Olson 30 *Hoot* did make the first start, and went on to dominate the Champion of Champions fleet with

three bullets. The diminutive Santana 22 *Bonito* was a distant second, while the Antrim 27 *Max*, which OCSed the first race, was lucky to still take third on a tiebreaker with the Olson 25 *Hamburger Haus* and the Catalina 30 *Goose*.

YANKEE CUP (HDA) — 1) *Mintaka 4*, Farr 38,

Gerry Brown, 8.5 points; 2) *Jazzy*, 1D-35, Bob Turnbull, 9; 3) *Encore*, Wylie 31, Andy Hall, 11.5; 4) *Harp*, Catalina 38, Mike Mannix, 13; 5) *Tupelo Honey*, Elan 40, Gerard Sheridan, 14.5; 6) *Bay Loon*, J/29, Joseph Ferrie, 15.5; 7) *Shameless*, Capo 30 mod., George Ellison/Harry Macartivey, 16; 8) *Petard*, Farr 36, Keith Buck, 24; 9) *No Name*, Ultimate 24, Peter Cook, 24; 10) *Mer Tranquille*, Jeanneau Sun Odyssey 34.2, Larry Moraes, 31. (10 boats)

C-OF-C (ODCA) — 1) *Hoot*, Olson 30, Andy Macfie, 3 points; 2) *Bonito*, Santana 22, Michael Andrews, 11; 3) *Max*, Antrim 27, Bryan Wade, 13; 4) *Hamburger Haus*, Olson 25, Jens Jensen, 13; 5) *Goose*, Catalina 30, Mike Kastrop, 13; 6) *Fast Freight*, Newport 30, Bob Harford, 14; 7) *Bluejacket*, Cal 29, Bill O'Connor, 19. (7 boats)

Full results — www.yra.org

Melges 24 PCCs

Newport Beach amateur sailor Bruce Ayres beat up a 24-boat fleet to win the Carloan.com Melges 24 Pacific Coast Championship, hosted by SFYC on September 24-25. Sailing with Don Smith, John Pinkney, and Dave Shelton, Ayres topped the fleet with a 2,1,1,6,4 record. Defending champion Shark Kahn, sailing with Jeff Madrigali, Brian Hutchinson, and Brian Lee, finished second, two points back. Indicative of the depth of the fleet, four different skippers won races — Ayres had two bullets, and one each went to Kahn, Don Jesberg, and Matt McQueen.

All racing occurred on the Berkeley Circle in winds ranging from 8-22 knots. Boats came from as far away as Seattle and San Diego for the PCCs, one of several warm-up regattas leading up to the 2005 Corum Melges 24 World Championship in Key Largo, FL, on December 11-16. At least 10 West Coast teams are expected to do the Worlds, including Ayres, both Kahns, Argyle Campbell, Dave Ullman, Seadon Wijisen, and Don Jesberg.

1) *Monsoon*, Bruce Ayres, NHYC, 14 points; 2) *Pegasus 492*, Shark Kahn, Waikiki YC, 16; 3) *Ego*, Don Jesberg, SFYC, 22; 4) *#397*, Shawn Bennett, NoYC, 24; 5) *Pareto Optimal*, Seadon Wijisen, SFYC, 29; 6) *Personal Puff*, Dan Hauserman, Tahoe YC, 41; 7) *Go Dogs Go*, Pepe Parsons, SCYC, 41; 8) *Pegasus 575*, Philippe Kahn, Waikiki YC, 43; 9) *Caliente*, Matt McQueen, LBYC, 46; 10) *Break'N Wind*, Matt MacGregor, CYC, 52; 11) *#180*, Doug Forster, SFYC, 52; 12) *Smokin'*, Kevin Clark, EYC, 58; 13) *Tinseltown Rebellion*, Cam Lewis, MPYC/RYC, 62; 14) *Derivative*, Hunt/Surber, CorYC, 64; 15) *Shriek Express*, Nigel Donnelly, TISC, 80. (24 boats; 5 races; no throwouts; www.sfyrc.org)

Vallejo 1-2 Race

The final event on the Singlehanded Sailing Society's 2005 schedule was the Vallejo 1-2 Race, held in fine shorthanded weather on October 15-16. Forty-one boats sailed up to Vallejo singlehanded on Saturday, and then retraced their steps the next day doublehanded. "It's a fun format, a nice way to end the season," said

THE RACING

SSS official Jeff Berman. "It's also one of the most social races we hold, with most people gathering at Vallejo YC for dinner on Saturday night."

Al Germaine was the overall winner of the mellow race up in his Moore 24 *Hurricane*, while Dave Hodges and crew Scott Parker won Sunday's slow race overall with the Farr 38 *Timber Wolf*. Germaine ended up winning the weekend overall, beating Jim Fair's Merit 25 *Chesapeake* on a tiebreaker. After seven races (3BF, Farallones, In-the-Bay, HMB, LongPac, East Bay-Estuary, and the Vallejo 1-2), two familiar faces — Mark Halman (*Sleeping Dragon*, Hobie 33) and Greg Nelson (*Starbuck*, Black Soo) — were crowned the SSS single and doublehanded champions, respectively.

The 2006 SSS season will get underway on January 28 with the always-zany Three Bridge Fiasco. See www.sfbaysss.org for details.

VALLEJO 1-2 (Oct. 15-16):

DIV. II (< 112) — 1) **Timber Wolf**, Farr 38, Dave Hodges, 2 points; 2) **Razberries**, Olson 34, Bruce Nesbit, 6; 3) **Auspice**, Schumacher 40, Jim Coggan, 6; 4) **Bad Puddy Cat**, C&C 37, Matt Siddens, 9; 5) **Arowana**, Diva 39, Larry Riley, 10. (12 boats)

DIV. III (114-168) — 1) **Chesapeake**, Merit 25, Jim Fair, 2 points; 2) **Stink Eye**, Laser 28, Jonathan Gutoff, 7; 3) **Eyrie**, Hawkfarm, Synthia Petroka, 8. (8 boats)

DIV. IV (> 171) — 1) **Pappy**, Wilderness 21, Daniel Haynes, 2 points; 2) **Travieso**, Ericson 30+, Daniel Alvarez, 10; 3) **Sea Witch**, Yankee 30, Robert Boyton, 11. (7 boats)

NON-SPINNAKER — 1) **Lelo Too**, Tartan 30, Emile Carles, 3 points; 2) **Sagitta**, Islander 28, Walter George, 5. (6 boats)

SPORTBOAT — 1) **Hurricane**, Moore 24, Al Germaine, 2 points; 2) **Starbuck**, Black Soo mod., Greg Nelson, 5; 3) **Wetsu**, Express 27, Phil Krasner, 9. (8 boats)

WYLLIECAT 30 — 1) **Uno**, Steve Wanner, 2 points.

SINGLEHANDED SEASON RESULTS (final):

1) **Sleeping Dragon**, Hobie 33, Mark Halman, 1.29 points; 2) **Hurricane**, Moore 24, Al Germaine, 3.21; 3) **Travieso**, Ericson 30+, Daniel Alvarez, 3.26; 4) **Krissy**, Ericson 35-3, Allen Cooper, 3.63; 5) **Sea Witch**, Yankee 30, Robert Boyton, 3.64. (69 boats)

DOUBLEHANDED SEASON RESULTS (final):

1) **Starbuck**, Black Soo, Greg Nelson, 1.83 points; 2) **Valhalla**, Beneteau 38, Joshua Rothe, 2.23; 3) **Stink Eye**, Laser 28, Jonathan Gutoff, 2.25; 4) **Tiger Beetle**, N/M 45, Rob Macfarlane, 2.42; 5) **Eurydice II**, Ross 30, George Biery, 2.79. (60 boats)

Jessica Cup

Twenty-one wooden boats, the most ever, sailed in St. Francis YC's Jessica Cup in gorgeous weather on September 24-25. This was the second year for the new, expanded format of two races Saturday, a sold-out dinner party Saturday

night, and another longer race on Sunday. The new 'supersized' approach — the brainchild of last year's StFYC commodore, Terry Klaus — is obviously working, and the Jessica Cup is now firmly established as the second-most important wooden boat showcase after May's Master Mariners Regatta.

Unlike the Master Mariners, which is a casual reaching and running pursuit race, the J-Cup offers legitimate buoy racing, using PHRF handicaps loosely based on the old CCA rule. According to the deed of gift, only Marconi-I boats are eligible for the regatta's namesake trophy, the Jessica Cup, while the other big prize, the Yankee Cup, goes to the top gaffer.

This year, a speedy newcomer — Rick Pfaff's 1967, Stephens-built S&S 47 *Alpha* — crushed the big Marconis with three bullets to take home the Jessica Cup. Pfaff, who is vice commodore of StFYC, sailed with tactician Mike Ratiani, Tom Gilmore, Heather Flick, Mario Schuhmann, Chris Ray, and others. The victory was a little controversial, as *Alpha* has an aluminum hull (but wood everywhere else), and it remains to be seen if she will be allowed back on a regular basis. "It's Terry's party," figured Pfaff. "It's a great event, and we'll certainly be back if he extends us another invitation."

Fittingly, Terry Klaus' classic 1924 Herreshoff 50 *Brigadoon* won the Yankee

Cup (gaff rigs only) for the sixth time, sailing with an 11-person crew that included his daughter Lindsey and four sons of other crewmembers. "Sailing with friends and family is what this regatta is all about," claimed Klaus. "Next year, we expect even more boats, including an IOD one design class."

MARCONI I — 1) **Alpha**, S&S 47, Rick Pfaff, 3 points; 2) **Santana**, S&S 55 schooner, Paul & Chris Kaplan, 6; 3) **Bounty**, S&S 52 yawl, Daniel Spradling, 11. (5 boats)

MARCONI II — 1) **Flotsam**, Yankee OD, Geoff & Brad Clerk, 4 points; 2) **Sunda**, 35-ft Seaborn sloop, Ian Rodgers, 5; 3) **Ole**, Luders 36, John Hamilton & Carol Leonard, 9; 4) **Viking**, Sea Scout 30, Mike O'Callaghan, 13; 5) **Simpatico**, Garden 35 ketch, Tom McGowan, 17. (10 boats)

FARALLON CLIPPER — 1) **Echo**, Jack Coulter, 4 points; 2) **Credit**, Bill Belmont, 7. (3 boats)

GAFF — 1) **Brigadoon**, 50-ft Herreshoff schooner, Terry Klaus, 3 points; 2) **Makani Kai**, 40-ft Sea Spirit ketch, Ken & Kristine Inouye, 7. (3 boats)

(3 races; www.stfyc.com)

Folkboat Internationals

American skippers dominated the biennial San Francisco Cup (aka the Nordic Folkboat Worlds), held out of San Francisco YC on September 17-23. BVBC member Peter Jeal led the way, winning the 7-race, no-throwout series with a

BEER CAN SERIES FINAL RESULTS

Bay View BC Monday Nights Champion of Champions

1) **Tiger Beetle**, Newport 33, Tom Collins; 2) **Windsong**, International Folkboat, Paul Harris; 3) **Jayhawk**, Coronado 25, Peter McCool. (5 boats)

(Only the top three placers in the Spring and Fall series were invited to sail in this championship race on October 7.)

Benicia YC Thursday Nights

DIV. A (< 121) — 1) **Blue Fin**, Santana 35, Guy Benjamin, 24.13 points; 2) **Tout Suite**, Beneteau 40.7, Tim Merrill, 40.25; 3) **Bear Naked**, Wylie 34, Noble Griswold, 40.25. (6 boats)

DIV. B (> 121) — 1) **Stolen**, J/24, Deborah Lyons, 20.13 points; 2) **Kelika**, Hunter 33.5, Mike Weaver, 42.25; 3) **Warwhoop**, Contessa 33, Chuck Hooper, 65; 4) **Sunset Strait**, J/24, Grant Harless, 65. (11 boats)

CORSAIR F-24 — 1) **Gaijin**, Pete Adams, 13.5 points; 2) **Puppeteer**, Thom Davis, 36.5. (4 boats)

(24 races; 6 throwouts)

Berkeley YC Friday Nights

DIV. I (170 and above) — 1) **Roseanna Danna**, Cal 20, Pete Dennis/Hatton Clifton, 16 wins; 2) **Latin Lass**, Catalina 27, Bill Chapman, 11 wins; 3) (tie)

Diva, Ranger 28, Peter Baczek, 2 wins, and **Wind Song**, Islander 29, Ron Denesha, 2 wins.

DIV. II (faster than 170; shorter than 29 feet) — 1) **TMC Racing**, J/24, Michael Whitfield, 14 wins; 2) **Loose Lips**, Merit 25, Phill Mai, 6 wins; 3) (tie) **Casual Contact**, J/24, Ned Walker, 3 wins, and **Challenger**, Merit 25, Doug Chew, 3 wins.

DIV. III (faster than 170; 29 feet and longer) — 1) **Boogie Woogie**, Ranger 33, Michael Yovino-Young, 11 wins; 2) **Flexi Flyer**, Soverel 33, Mitch Wells, 5 wins; 3) (tie) **Jeannette**, Frers 40, Henry King, 3 wins, and **Third Rock**, Etchells, Mike Maloney, 3 wins.

(26 races, 3 divisions, approx. 50 boats; 20 boats won at least one race. Scoring is 'horse race' style, i.e., only first place counts.)

Corinthian YC Friday Nights

SPINNAKER I — 1) **Yucca**, 8-Meter, Hank Easom, 22 points; 2) **Faster Horses**, Doug Holm, 23; 3) **Abigail Morgan**, Express 27, Ron Kell, 24; 4) **Astra**, Farr 40, Mary Coleman, 25; 5) **Psycho Puppy**, Melges 24, Dave Holscher, 26; 6) **JR**, Moore 24, Rich Korman, 29; 7) **Little Wing**, Mumm 36, John Kerslake, 32; 8) **Flashman**, Moore 24, Daniel Perrin, 45. (25 boats)

J/105 — 1) **Sabertooth**, Mike Eagan, 9 points; 2) **Tiburon**, Steve Stroub, 13; 3) **Lulu**, Don Wieneke,



LATITUDE ARCHIVES

The 'other' Yankee Cup — Terry Klaus' beautiful Herreshoff 50 'Brigadoon' won the gaffer trophy at the Jessica Cup for the sixth time.

2,8,10,1,3,2,3 record. Folkboat legend Svend Svendsen, age 73, came out of retirement to finish second with son Sean calling tactics, while Eric Kaiser finished third to complete a top-three sweep. German sailor Christoph Nielsen was the hard luck story of the regatta — after five races, he was leading the regatta with just 13 points. A port/starboard DSC and a DNF in the last two races knocked Nielsen off the podium, but he still managed to come in fifth.

Jeal, who has won the last few local Folkboat season championships, sailed *Polperro* with his wife Susan Parker and tactician Bren Meyer. "We were a little slow in the beginning, but came on strong at the end," said Jeal, a San Francisco steel fabricator. "We thought we could do well, but weren't sure how we stacked up against the Europeans, all of whom had to

win qualifying series to get here. We were surprised and delighted to win!"

Seven different countries were represented at the SF Cup: USA (10), Germany (3), Denmark (3), Sweden (2), Great Britain (2), The Netherlands (2), and Finland (1). Our local skippers sailed their own boats, while the visitors were assigned a borrowed boat for the week via a pre-regatta lottery. The racing occurred in a variety of conditions on three venues — the Cityfront, Harding/Knox, and the Berkeley Circle.

The social part of the regatta was also varied and fun, highlighted by the Angel Island Cruise on Wednesday, a layday. "It was a great regatta, both on and off the water," claimed Jeal. "Everyone had a good time. It was so much fun that one guy — Fred Anderson, a Knarr owner who crewed for a Brit team — decided to get back to his roots, and is currently purchasing a Folkboat!"

See www.sfbayfolkboats.org for full results, pictures, and more.

1) Peter Jeal, USA, 29 points; 2) Svend Svendsen, USA, 40; 3) Eric Kaiser, USA, 48; 4) Per Buch, DEN, 57; 5) Christoph Nielsen, GER, 60; 6) Roni Saksi, FIN, 60; 7) Don Wilson, USA, 62; 8) Nils Rasmussen, DEN, 71; 9) Danielle Dignan, USA, 74; 10) Bill DuMoulin, USA, 78; 11) Donald Bratt, SWE, 79; 12) Bill Madison, USA, 82; 13) Joachim Bleifuss, GER, 84; 14) Finn Hartvig, DEN, 86; 15) Lars-Gunnar Lindberg, SWE, 94; 16) Richard Webb, GBR, 94; 17) Ed Welch, USA, 96; 18) Michael Goebel, USA,

BEER CAN SERIES FINAL RESULTS

6. (7 boats)

SPINNAKER II — 1) **Big Wow!**, Rhodes 19, Tom Royal, 17 points; 2) **Vague Unrest**, Rhodes 19, Phil Simon, 18; 3) **Dragonfly**, Rhodes 19, Kevin Cole, 20; 4) **306 LP**, IOD, John Davies, 23; 5) **AWB**, J/24, Robert Austrian, 24. (12 boats)

NON-SPINNAKER I — 1) **Q**, Schumacher 40, Glenn Isaacson, 8 points; 2) **Jarlen**, J/25, Bob Bloom, 19; 3) **Salient**, Cal 39-2, Mark Pearce, 21; 4) **QE-3**, Tartan Ten, Tom Perot, 22; 5) **Veronese**, Beneteau 47.7, Chris Dawson, 25. (15 boats)

NON-SPINNAKER II — 1) **#102**, IOD, Dennis Brewer, 6 points; 2) **Youngster**, IOD, Ron Young, 10; 3) **Smogen III**, Sarna 36, Julie Le Vicki, 16; 4) **Summer Sailstice**, Ranger 33, John Arndt, 20; 5) **Brezza Bella**, Beneteau 390, Rob Massey, 27. (13 boats)

NON-SPINNAKER III — 1) **Chica**, Cal 20, Ted Goldbeck, 8 points; 2) **Tension II**, Cal 20, John Nootboom, 9; 3) **Fantasea**, Islander 28, Kevin Reilly, 18; 4) **Boog-A-Loo**, Cal 29, Julia Yost, 27; 5) **Itsazoo**, Sprinta Sport, Al Widenhofer, 27. (14 boats)

(Second half only; 8 races; 2 throwouts)

Encinal YC Twilight Series (Friday Nights on the Estuary)

DIV. I — 1) **Rascal**, Wilderness 30, Rui Luis, 3

points; 2) **Aqua Nut**, Melges 24, Peter Aschwanden, 7; 3) **Summer Moon**, Synergy 1000, Tony Pohl, 10. (8 boats)

DIV. II (126-149) — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 3 points; 2) **Top Gun**, Express 27, Bill Mohr, 6. (4 boats)

DIV. III (150-175) — 1) **Spitfire**, Moore 24, Brant Adornato, 6 points; 2) **Kangaroo Court**, Moore 24, Joan Byrne, 6; 3) **Crackerjack**, J/24, Steve Highbarger, 8. (7 boats)

DIV. IV (> 176) — 1) **Joanna**, Irwin 30, Martin Jemo, 5 points; 2) **Lelo Too**, Tartan Ten, Emile Carles, 6. (4 boats)

(Second half only; 4 races; 1 throwout)

44th Folkboat Wednesday Night Series (at St. Francis YC)

KNARR — 1) **Three Boys & a Girl**, Perkins/Baldauf, 25.1 points; 2) **Svenkist**, Sean Svendsen, 47; 3) **Penelope**, George Griffith, 63; 4) **Sophia**, Tom Reed, 71; 5) **Benino**, Dahm/Mounier, 77; 6) **Peerless**, Mike Guzzardo, 90; 7) **Eos**, Don Nazzal, 98; 8) **Narcissus**, John Jenkins, 105. (18 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 30 points; 2) **Nordic Belle**, Eric Kaiser, 34; 3) **Freja**, Ed Welch, 57; 4) **Filur**, Danielle Dignan, 70; 5) **Little Svendle**, Bill DuMoulin, 74; 6) **Karavel**, A. Burns, 80. (15

boats)

IOD — 1) **Xarifa**, Team Xarifa, 35 points; 2) **La Paloma**, Jim Hennefer, 46; 3) **Whitecap**, Hernandez/Hinman, 49; 4) **Hecate**, Tom Glockner, 51.3. (9 boats)

DEGNAN TROPHY (overall) — **Three Boys & a Girl**, Chris Perkins/Karl Baldauf. (38 boats)

Golden Gate YC Friday Night Series

1) **Peaches**, Express 27, Grant Baldwin, 14 points; 2) **Mustang**, unknown, Joseph Krensavage, 20; 3) **Jam Jam**, J/24, Neal Ruxton, 21; 4) **Just In Time**, Beneteau 42, Norman Olson, 27; 5) **Egret**, unknown, Jeremy Falk, 27.

(11 boats; 9 races; 2 throwouts)

Island YC Friday Nights

BIG SPIN (< 151) — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 9 points; 2) **Aqua Nut**, Melges 24, Peter Aschwanden, 9; 3) **Top Gun**, Express 27, Bill Mohr, 12.5; 4) **Starbuck**, Black Soo, Greg Nelson, 16. (11 boats)

LITTLE SPIN (> 151) — 1) **Dire Straits**, J/24, Dawn Chesney, 5 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 8; 3) **Phantom**, J/24, John Gulliford, 10. (9 boats)

NON-SPINNAKER — 1) **Albacore**, Santana 22,

THE RACING

105; 19) Michael Robson, GBR, 111; 20) Werner Erdbrink, GER, 124; 21) Hein Brand, NED, 130; 22) Chris Hermann, USA, 132; 23) Elisabeth Spits, NED, 148. (23 boats)

Box Scores

Nothing but the facts, ma'am. Here's the straight dope, mercifully without editorial comment, on a dozen or so other regattas which occurred last month:

1D-35 WEST COAST CHAMPIONSHIP (CYC of Seattle: 9/30-10/2):

1) **Shrek**, John Hoag/Bob Pistay, 22 points; 2) **Extreme**, Michael Goldfarb/Mark Brink, Seattle, 34; 3) **Tabasco**, John Wylie/Seadon Wijzen, San Diego, 42; 4) **Sweet Sensation**, Gary Fanger/Mario Yovkov, San Francisco, 42; 5) **Midsummer**, Stig Osterberg/Brian Huse, Seattle, 44. (9 boats; 9 races; no throwouts; www.cycseattle.org)

TOTALLY DINGHY REGATTA (RYC: Sept. 24-25):

SNIPE — 1) David & Susan Odell, 5 points; 2) Packy Davis, 12; 3) Nabil Shahin, 17; 4) Vince Casalaina/Sherry Eldridge, 21. (9 boats)

BYTE — 1) Trish Moratorio, 6 points; 2) Dan Ouellet, 6; 3) Dan Roberts, 12; 4) Jeff Nelson, 17; 5) Jim Parker, 19; 6) Karin Knowles, 24. (13 boats)

OPTI — 1) Alex Delle Cese, 4 points; 2) Lauren Cefali, 8; 3) Kaitlyn Baab, 11. (8 boats)

LASER — 1) Tom Burden, 12 points; 2) Walt Spevak, 13; 3) Simon Bell, 13; 4) Colin Brochard, 20; 5) Skip Shapiro, 23; 6) Tim Prince, 33. (15 boats)

420 — 1) Megan Runyon/Allie Cayard, 5 points; 2) Rick Schuldt/Noan, 7. (4 boats)



LATITUDE ARCHIVES

Nice folks — Peter Jeal (above), wife Susan Parker, and tactician Bren Meyer won the Folkboat Internationals in late September.

LASER RADIAL — 1) Rogan Kriedt, 7 points; 2) Ben Lezin, 9. (5 boats)

LIGHTNING — 1) Ed Petit De Mange, 11 points; 2) Pete Bellin, 11; 3) Scott Finkboner, 14. (6 boats)

OPEN — 1) Steve Lowry/Tony Castruccio, Day Sailer, 7 points; 2) Gil Wooley, Contender, 16; 3) Jerry White, Contender, 29; 4) Kirk Twardowski/Kurt Schmidt, I-14, 35; 5) Eduardo Grisetti, Day Sailer, 36; 6) Bill Fiock/Chris, Day Sailer, 39. (12 boats)

CORONADO 15 — 1) Dave Rambaugh/Jeff Stokes, 6 points; 2) Steve Fishman, 9; 3) Adam Quest, 16. (7 boats)

29er — 1) Max Fraser/Joe Crum, 5 points; 2) David Rasmussen/Mark Anders, 13. (5 boats)

WYLIE WABBIT — 1) Kim Desenberg/John Groen/Terry White, 9 points; 2) Colin Moore/Guillaume Canivet/Kit Wiegman, 15; 3) Ron Tostenson/Rusty Canada/Scott Tipper, 22; 4) Marceline Therrien/Gary Sadamori/Brad VanVechten, 22. (9 boats)

FINN — 1) Bradley Nieuwstad, 5 points; 2) Charles Heimler, 10. (5 boats)
(6 races; 1 throwout; www.richmondyc.org)

WALLACE CUP (OYC: Oct. 1: 9.5 miles):

1) **Jeannette**, Frers 40, Henry King; 2) **Cascade**, Antrim 27, Steve Rienhart; 3) **Always Friday**, Antrim 27, John Liebenberg; 4) **Bodacious**, Farr 40, John Clauser; 5) **Wings**, Columbia 5.5, Mike Jackson; 6) **Phantom Mist**, Beneteau 40.7, Gary Massari; 7) **Nice Turn**, Cal 29, Richard Johnson. (13 boats; www.oaklandyachtclub.com)

ALAMEDA INTERCLUB SERIES (final):

BIG SPINNAKER (< 174) — 1) **Uno**, WylieCat 30, Steve Wonner, 10 points; 2) **Crinan II**, WylieCat 30, Bill West, 10; 3) **Peggy Sue**, Laser 28, John Davis, 15. (7 boats)

FAT 30s — 1) **Spindrifter**, Tartan 30, Paul Skabo, 7 points; 2) **Nice Turn**, Cal 2-29, Richard Johnson, 10; 3) **Thumbs Up**, Cal 29, Ivan Orgee, 12. (6 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 6 points; 2) **Crew's Nest**, Ray Irvine, 13; 3) **Casino**, Bill Eddy, 17. (7 boats)

LITTLE SPINNAKER (> 186) — 1) **Kristina**, Ranger 26, Brian Grainger, 8 points. (3 boats)

NON-SPINNAKER — 1) **Flotsam**, Yankee One Design, Brad & Geoff Clerk, 8 points; 2) **Knotty Sweetie**, C&C 32, Gerald Johnson, 17; 3) **Flyer**, Peterson 33, John Diegoli, 20; 4) **Free Spirit**, Ericson 32-2, Gary Barker, 21; 5) **Espresso**, Hobie 33, Ken &

BEER CAN SERIES FINAL RESULTS

Mark Playsted, 5 points; 2) **Georgia**, Custom 40, Lucie Mewes, 10. (5 boats)

(Second half only; 5 races; 1 throwout)

StFYC Thursday Night Kite Series

1) Anthony Chavez, 10 points; 2) Chip Wasson, 13; 3) Nils Stoczlechner, 21; 4) Geoff Heddington, 28; 5) Marcelo Segura, 34; 6) Steve Gibson, 34. (13 kites; 10 races; 3 throwouts)

St. Francis YC Friday Night Windsurfing Series

1) Bill Weir, 8 points; 2) Jean Rathle, 19; 3) Al Mirel, 20; 4) Ben Bamer, 24; 5) Eric Christianson, 29; 6) Soheil Zahedi, 42; 7) Bill Russell, 45; 8) Chris Radkowski, 57; 9) Steve Bodner, 68; 10) Jim Kiriakis, 69. (22 boards; 10 races; 3 throwouts)

Oakland YC Sweet Sixteen Series (Wednesday Nights)

DIV. I (< 151) — 1) **Golden Moon**, Express 37, Kame & Sally Richards, 7 points; 2) **Elan**, Express 37, Bill Riess, 7. (5 boats)

5.5 METERS — 1) **Alert**, Richard Humphery, 5 points; 2) **Seabiscuit**, Steve Hutchison, 12. (4 boats)

DIV. II (> 151) — 1) **Betwitched**, Merit 25, Lara-

ine Salmon, 6 points; 2) **Dire Straits**, J/24, Dawn Chesney, 7. (5 boats)

180-RATERS — 1) **Lelo Too**, Tartan Ten, Emile Carles, 5 points; 2) **Joanna**, Irwin 30, Martin Jemo, 10. (4 boats)

NON-SPINNAKER (< 151) — 1) **Green Onion**, AE-28, John Tuma, 5 points; 2) **Diana**, Islander 36, Steve Zevanove, 9. (4 boats)

NON-SPINNAKER (> 151) — 1) **Cat Walk**, Ariel 26, Scott Wall, 7 points; 2) **Pearl**, Ranger 23, Michael Law, 8; 3) **Cheap Therapy**, Cal 20, Darrell Caraway, 15. (7 boats)

(15 races; 2 throwouts)

Sausalito YC Sunset Series (Tuesday Nights)

J/105 — 1) **LuLu**, Don Wieneke, 8 points; 2) **Jose Cuervo**, Sam Hock, 11. (4 boats)

SPINNAKER — 1) **Lynx**, WylieCat 30, Steve Overton, 4 points; 2) **Vitrum**, Catalina 470, Dale Flaming, 9; 3) **Nina**, Olson 29, Rob MacDonald, 13. (5 boats)

NON-SPINNAKER (< 157) — 1) **TomCat**, Islander 36, Barry Stompe, 5 points; 2) **Youngster**, IOD, Ron Young, 8; 3) **Quicksilver**, C&C 41, Carl Robinette, 15; 4) **Jazzbeau**, Ericson 34, James Parrett, 16. (9 boats)

NON-SPINNAKER (> 157) — 1) **Elaine**, Santana 22, Pat Broderick, 5 points; 2) **Tackful**, Santana 22, Frank Lawler, 9; 3) **Roebot**, Catalina 30, Rod Decker, 15; 4) **Loafers Glory**, Tartan 30, Charlie Holmquist, 15. (13 boats)

(second half only; 5 races; 1 throwout)

South Beach YC Friday Nights

1D-35 — 1) **Jazzy**, Bob Turnbull, 21 points; 2) **Zsa Zsa**, Gary Fanger, 33; 3) **Great Sensation**, Rodney Hagebols, 39. (5 boats)

DIV. II (< 111) — 1) **Tupelo Honey**, Elan 40, 12 points; 2) **Stewball**, Express 37, Caleb Everett, 24; 3) **Savoir Faire**, Beneteau First 42, Paul Osborn, 32. (8 boats)

DIV. III (111 and up) — 1) **Highlighter**, Islander 36, Bill Hackel, 15 points; 2) **Jane Doe**, Olson 911-S, Bob Izmirian; 3) **Northern Light**, Santana 35, Rod Neathery, 25.5; 4) **Dreamer**, Hunter 31, Doug Gooding, 3. (11 boats)

DIV. IV (non-spin < 121) — 1) **Spirit of Elvis**, Santana 35, Gregg Solar, 18 points; 2) **Reality Cheque**, Beneteau 35s5, Kevin Wilkinson, 26; 3) **Fat Bob**, Catalina 38, Bob Lugliani, 30. (7 boats)

DIV. V (121-179) — 1) **Rollover**, Catalina 34, Lynn Guerra, 16 points; 2) **Stink Eye**, Laser 28, Jonathan Gutoff, 25; 3) **Animal Crackers**, Olson 25, John

2006 Pacific Cup Entries*

BOAT NAME	DESIGN	OWNER/SKIPPER	HAILING PORT
<i>Alcyone</i>	Hinckley 42	Jack McGuire	Aptos
<i>Atalanta</i>	Custom 53	Ray Lotto	San Francisco
<i>Basic Instinct</i>	Elliott 10.50	Jan Borjeson	Tiburon
<i>Bequia</i>	Beneteau 411	Dennis Ronk	Vallejo
<i>Cayenne</i>	Passport 40	M. Moradzadeh	Belvedere
<i>Cirrus</i>	Standfast 40	Bill Myers	Kaneohe, HI
<i>Compromise</i>	Elite 37	D. & S. Englehart	San Francisco
<i>El Tiburon</i>	Passport 42	Michael Downing	Pt. Richmond
<i>Giant Slayer</i>	SC 27	David Garman	Seattle, WA
<i>Green Buffalo</i>	Cal 40	J. Quanci & M. Lovely	San Francisco
<i>Heart of Gold</i>	Schumacher 50	J. & S. Corenman	San Francisco
<i>Hooligan</i>	Westsail 11.8	Alice Martin	Sausalito
<i>Ikaika</i>	Tartan 3700	Tony Miller	Honolulu, HI
<i>Irish Lady</i>	Catalina 30	Denis Mahoney	Alameda
<i>Jam</i>	J/160	John McPhail	Fox Island, WA
<i>Kyrnos</i>	Custom 56	Frederic Laffitte	Woodway, WA
<i>Locomotion</i>	Express 34	Edward Morgan	Seattle, WA
<i>Mary Frances</i>	Passport 40	Matt Sponer	San Diego
<i>Medicine Man</i>	Andrews 61	Bob Lane	Long Beach
<i>Moore Havoc</i>	Moore 24	Mark Moore	Pt. Richmond
<i>Morpheus</i>	Schumacher 50	Jim Gregory	Pt. Richmond
<i>Oregon Native</i>	'Oyster'	Frank Delfer	Portland, OR
<i>Orizaba</i>	J/130	John Hanna	Portland, OR
<i>Pegasus 52</i>	Farr TP-52	Philippe Kahn	Honolulu, HI
<i>Plus Sixteen</i>	Olson 911S	Paul Disario	Richmond
<i>Promotion</i>	Santa Cruz 40	West Marine	Santa Cruz
<i>Relentless</i>	Sydney 32	Arnold Zippel	San Francisco
<i>Riva</i>	J/46	Scott Campbell	Portland, OR
<i>Sapphire</i>	Synergy 1000	David Rasmussen	Pt. Richmond
<i>Scorpio</i>	Wylie 42	John Siegel	San Francisco
<i>Siderno</i>	Beneteau 473	Fred Vitale	San Francisco
<i>Sonata</i>	'Morgan'	Neal Berger	Sausalito
<i>Stray Cat Blues</i>	J/35	Bill Parks	Alameda
<i>Syngé</i>	Synergy 1000	Mike Amirault	Shilshole, WA
<i>The Contessa</i>	Swede 55	Shawn Throwe	Alameda
<i>Tutto Bene</i>	Beneteau 38s5	Jack Vetter	Vallejo
<i>Twice Daily</i>	Moore 24	Jeff Duvall	Portland, OR
<i>Ula Koa</i>	Melges 32	Takanga, LLC	Bellingham, WA
<i>Victoria</i>	Jeanneau 54	David McFarland	San Diego

* as of 10/22/05

Liz Williams, 23; 6) **Joanna**, Irwin 30, Martin Jemo, 26. (15 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey, 5 points; 2) **Humdinger**, Greene 35, Larry Olsen, 13; 3) **Defiance**, Cross 45, Ropers/Dewar, 19. (7 boats)

(6 races; 1 throwout; www.sfbama.org)

DOLPHIN CUP (MPYC; Oct. 1-2; 3 races):

SYDNEY 38 — 1) **Bustin' Loose**, Jeff Pulford/Larry Gamble, 7 points; 2) **Howl**, Peter Krueger, 7. (4 boats)

MOORE 24 — 1) **Eclipse**, Brad Butler, 7 points; 2) **Mercedes**, Joel Verutti, 9; 3) **White Noise**, Scott Sorenson, 10; 4) **Paramour**, Rowan Fennell, 12; 5) **No Moore**, unknown, 16; 6) **Moorigami**, John Siegel, 22; 7) **Century**, Matti Dini/Chris Watts, 24. (16 boats)

Full results — www.mpyc.org

FALL ONE DESIGN (SFYC; Oct. 8-9):

ISLANDER 36 (Nationals) — 1) **Diana**, Lou Zevanov, 8 points; 2) **Absolute**, Steve Schneider, 14; 3) **TomCat**, Barry Stompe, 15; 4) **Windwalker**, Gilliam & Shoenhair, 20; 5) **Pilot**, Jim Robinson, 31; 6) **Mustang**, Joseph Krensavage, 32. (12 boats)

MELGES 24 — 1) **#505**, Dave Ullman, 5 points; 2) **Pegasus 492**, Shark Kahn, 12; 3) **Pareto Optimal**, Seadon Wijsen, 13; 4) **Monsoon**, Bruce Ayres, 13; 5) **Ego**, Don Jesberg, 17; 6) **Pegasus 575**, Philippe Kahn, 18; 7) **Tinseltown Rebellion**, Cam Lewis, 23. (13 boats)

J/24 — 1) **Casual Contact**, Ned Walker, 7 points; 2) **Small Flying Patio Furniture**, Steve Hartman, 8; 3) **Nice Shot**, Pancho Blanco, 15; 4) **Woof**, Wally Whittier, 24. (8 boats)

SANTANA 22 (Cappuccino Cup) — 1) **Carlos**, Jan Grygier, 5 points; 2) **Tackful**, Frank Lawler, 9;

Lymberg, 28. (9 boats)

CATALINA 30 — 1) **Goose**, Mike Kastrop, 15 points; 2) **Impulse**, Howard Churcher, 20. (5 boats) (12 races; 2 throwouts)

Tiburon YC Friday Nights

J/105 — 1) **Frisky**, J.T. Hansen, 13 points; 2) **Natural Blonde**, Brian McInerney, 20. (4 boats)

DIV. I — 1) **Frenzy**, Moore 24, Lon Woodrum, 9 points; 2) **Prep J**, J/30, Ron Tostensen, 17; 3) **Bravo**, 'Pretorian', Aaron Wangerheim, 34. (9 boats)

DIV. II — 1) **Shenandoah**, Catalina 27, Brooks/Matthew, 14 points; 2) **Moonstone/Red Hawk**, Hawkfarm, Sullivan/Gunn, 15; 3) **Galante**, Folkboat, Otto Schreier, 25. (7 boats)

(10 races; 2 throwouts)

Vallejo YC Wednesday Nights & Weekend Series

FLEET 'A' — 1) **Tutto Bene**, 26.25 points; 2) **X-TA-C**, 31. (6 boats)

FLEET 'B' — 1) **Sleeper**, 31.75 points; 2) **De'gagé**, 33.25; 3) **Cinnabar**, 43. (7 boats)

FLEET 'C' — 1) **Lita-K**, 27.5 points; 2) **Zufrieden**, 34; 3) **Picante**, 66.5; 4) **Sea Wolfe**, 83.75; 5) **Sleepyhead**, 83.75. (19 boats)

(12 Wednesday nights & 6 weekend races)

3) **Elaine**, Pat Broderick, 11.

(6 boats)

(5 races; 1 throwout; www.sfyc.org)

J/105 FLEET 1 SEASON CHAMPIONSHIP (final):

1) **Good Timin'**, Chris Perkins/Phil Perkins/Dave Wilson, 57 points; 2) **Aquavit**, Tim Russell, 80; 3) **Donkey Jack**, Scott Sellers/Rolf Kaiser/Eric Ryan, 162; 4) **Wind Dance**, Jeff Littin/Steve Pugh, 181; 5) **Akula**, Doug Bailey, 245; 6) **Orion**, Gary Kneeland, 248; 7) **Natural Blonde**, Rob Cooper/Dennis Deisinger/Lambert Thom, 280; 8) **Brick House**, Kristen & Peter Lane, 288.3; 9) **Jabberwocky**, Brent Vaughan, 291.5; 10) **Larrikin**, Stuart Taylor, 319. (47 boats; 44 races; 11 throwouts; www.sfj105.org)

STAR PCCs (SFYC; Oct. 15-16):

1) Xavier Rohart/Rambeau Pascal, France, 15 points; 2) Andy Horton/Brad Nichol, Lake Champlain YC, 16; 3) Mark Reynolds/Hal Haenel, SDYC, 16; 4) Peter Conde/Andrew Hunn, Royal Queensland YS, 18; 5) Steven Kelly/Bill Hollowesko, Nassau, Bahamas, 23; 6) George Szabo, Eric Monroe, SDYC, 25; 7) Rick Merri-man/Rick Peters, SDYC, 27; 8) Iain Murray/Andrew Palfrey, Royal Prince Alfred YC, 28; 9) Jeff Madrigali/Anders Ekstrom, SFYC; 10) Andy MacDonald/Brian Fatih, NYHC, 37; 11) Erik Lidecis/Mike Marzahl, BCYC, 38; 12) Doug Smith/Mike Moore, Menhaut YC, 39. (23 boats; 5 races; 1 throwout; www.sfyc.org)

LITTLE ENSENADA (SWYC; Oct. 8; 62 miles):

PHRF I — 1) **Magnitude 80**, Andrews 80, Doug Baker; 2) **Peligroso**, DenCho 70, Mike Campbell/Dale Williams; 3) **Eclipse**, CM 1200, T. & K. Batcher; 4) **Lucky Dog**, J/120, B. & G. Shanner. (11 boats)

PHRF-II — 1) **Magic Light**, Hobie 33, Rory Francis; 2) **Uncontrollable Urge**, 'Sprt 30'; 3) **Fast Twitch**, Henderson 30, Evan Rasmussen. (9 boats)

PHRF-III — 1) **Cadenza**, N/M 45, Carl Eichenlaub; 2) **Silhouette**, Beneteau 40.7, Warren Gross; 3) **Windswept**, Swan 57, Max & Pam Phelps; 4) **Valhalla**, Beneteau 36.7, A. & C. Rasdal; 5) **Apollo V**, Peterson 425, Ned Knight. (17 boats)

PHRF IV — 1) **Sea Maiden**, Ericson 35s, Carolyn Sherman; 2) **Poco Loco**, Beneteau 35s5, K. & M. Roach; 3) **Alinka**, Catalina 27, Ted Wallicki; 4) **Casamar**, Catalina 30, David Baer; 5) **Fiasco II**, Cal 9.2, Joe Saad. (19 boats)

PHRF-V — 1) **Mad Hatter**, J/30, Robert Noe; 2) **Midnight Express**, CF 27, Terry Gleeson. (4 boats)

MULTIHULL — 1) **Fandango**, Corsair 31, Daniel Scott. (3 boats)

ANCIENT MARINER — 1) **Taroo**, K-50, T. Sterling. (2 boats)

CRUISE (SPINNAKER) — 1) **Callisto**, SM 2000, Michael Last; 2) **Rippin**, Catalina 36, Terry Smith; 3) **Electre**, Moorings 45, Douglas/Duranty. (15 boats)

CRUISE (NON-SPINNAKER) — 1) **Silberrad**, 'Islp 40', Fernandez Rubio; 2) **Raven**, Custom 55, E. & S. Dopyera. (6 boats)

FIRST TO FINISH — **Magnitude**.

FIRST OVERALL — **Magnitude**.

Full results — www.southwesternyc.org

JR. WATERHOUSE (BYC; Oct. 22; 31.6 miles):

PHRO-IA — 1) **Cipango**, Andrews 56, The Bar-tons. (3 boats)

PHRO-I — 1) **Summer Moon**, Synergy 1000, Mike O. DeVries/Tony F. Pohl; 2) **Sapphire**, Synergy 1000, David Rasmussen; 3) **Auspice**, Schumacher 40, Jim Coggan. (7 boats)

PHRO-II — No finishers. (3 boats)

MORA — 1) **Always Friday**, Antrim 27, John

THE RACING

Liebenberg. (3 boats)

SHS — 1) **Punk Dolphin**, Wylie 38, Jonathan Livingston; 2) **Tivoli**, Beneteau 42s7, Judy & Torben Bentsen; 3) **Bald Eagles**, Liggett/Paul. (7 boats)

Full results — www.yra.org

US SAILING TEAM RACING CHAMPIONSHIP (Hinman Trophy; Larchmont YC; October 14-16; Vanguard 15s):

1) Team Trouble; 2) Route 3 Split; 3) Cape Cod Wishbone; 4) Silver Panda. (14 teams; www.ussailing.org)

Winning team — Matt Allen, Timothy Cain, Brad Funk, Heather Pescatell, Anna Tunnicliffe, Mark Zagol.

FALL ONE DESIGN (SCYC; Oct. 15-16; 2 races):

SC 27 — 1) **Sumo**, Cassidy/Livingstone, 4 points; 2) **Hanalei Express**, Beat Naef, 4; 3) **Mojo**, John & Jim Case, 7. (8 boats)

ULTIMATE 20 — 1) **Cinderella Story**, John Andrews, 2 points; 2) **Enigma**, John Buchanan, 4. (5 boats)

SANTANA 22 — 1) **Maybe**, Ernie Rideout, 2 points; 2) **Gypsy**, Bridget Binko, 5. (4 boats)

Full results — www.scyc.org

COLLEGIATE RANKINGS (as of Oct. 19):

COED — 1) Boston College; 2) **Univ. of Hawaii**; 3) **USC**; 4) Harvard; 5) St. Mary's; 6) Kings Point; 7) Yale; 8) Hobart/Wm. Smith; 9) Georgetown; 10) **UC Irvine**; 11) Tufts; 12) College of Charleston; 13) Navy; 14) South Florida; 15) Brown; 16) **Stanford**;

17) Dartmouth; 18) Connecticut College; 19) Roger Williams; 20) Old Dominion.

WOMEN — 1) Yale; 2) Dartmouth; 3) Georgetown; 4) St. Mary's; 5) **Univ. of Hawaii**; 6) Navy; 7) Brown; 8) **Stanford**; 9) College of Charleston; 10) South Florida; 11) Harvard; 12) **UC Santa Barbara**; 13) Connecticut College; 14) Hobart/Wm. Smith; 15) Tufts.

ETCHELLS SEASON CHAMPIONSHIP (final):

1) Peter Vessella, 42 points; 2) Craig Healy, 105; 3) Andrew Whittome, 150; 4) Jim Gregory, 160; 5) Wayne Clough, 172; 6) Chuck Eaton, 200; 7) Mike LaPort, 228; 8) Bill Melbostad, 230; 9) Jeff Mosely, 233; 10) Vern Neff/Myron Erickson, 245. (20 boats; 35 races; www.stetchells.org)

Race Notes

Grand prix notes: The **Acura Key West Regatta**, set for January 16-20, is starting to come into focus. Highlights of the expected 300+ boat regatta will be IRC's debut at this venue, the Swan 45 Gold Cup, and a 10-boat TP-52 class. Two Swan 601s (**Money Penny** and **Spirit of Jethou**), and five custom boats over 60 feet are already entered, including Jim Madden's new canting-keeled R/P 66 **Stark Raving Mad III**. Bay Area boats currently on the list at www.premiere-racing.com include the TP-52 **Pegasus 52**,

the defending J/105 champ **Masquerade**, Tahoe-based Melges 24s **Personal Puff** and **Nothing Ventured**, and J/105 sailor Kristen Lane's chartered J/80. . . The **2007 TransPac** will start on July 9, 12, and 15 (two days earlier than this year's race), and will be capped at a "rating limit similar to 2005, with a length limit of 30 meters." The TransPac board is currently debating whether to track 2007 competitors' positions with automatic transponders instead of daily radio reports, which would undoubtedly change the tactics of the race depending on the frequency of the updates.

Around the Bay: Jim Coggan's sleek Schumacher 40 **Auspice** was recently PHRO-I winner and second overall in the **Farallones Race** on August 27. **Auspice** originally wasn't scored, allegedly due to a failure to check in on the radio prior to the first gun. Coggan did, however, check in, and was able to prove it in his appeal. . . The inaugural **Big Team Regatta** on October 7, hosted by GEL and OCSC, raised \$51,095 for TISC's youth and adap-



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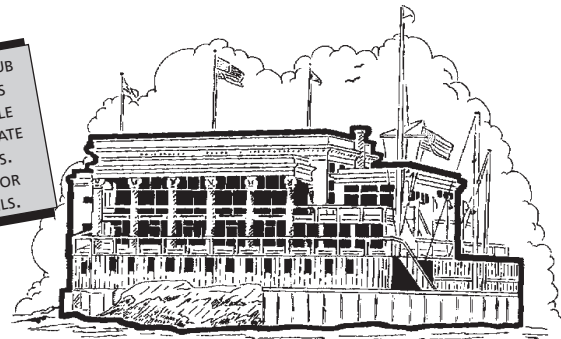
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Fast women — *Without a doubt, the two best female sailors in the country right now are Paige Bailey, left, and Sally Barkow.*

tive sailing programs. Fathom Online, a search engine and data integration company, won the six-race regatta over nine other corporate efforts . . . **Art Lange** won the El Toro Long Distance Triple Crown (Bullship, Flight of the Bulls, and Corkscrew), while **Fred Paxton** won the 2005 El Toro season title.

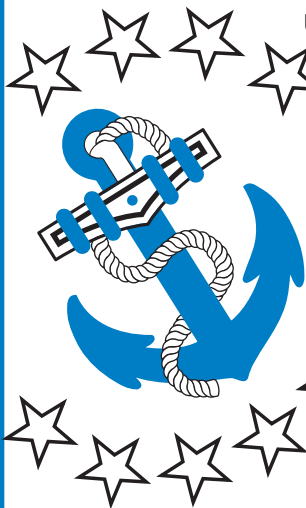
Midwinter updates: **Jeff Zarwell**, an independent race manager who runs RegattaPro, has created a new midwinter one design series on the Bay for 1D-35s, J/120s, Beneteau 40.7s, and possibly others. The **Winter One Design Invitational Series** will take place the second Saturday of the month through February, with two races each day. Competitors are invited back to Sausalito YC after each race for videos, trophies, and free

beer. . . South Beach YC has reinvented its recently unlucky midwinter series to now go around islands (TI, Alcatraz, and even Angel) in either direction, with motor allowances for the low wind, high current days. See www.southbeachyc.org for more about the new **Island Fever Regatta**.

On the road: For the first time in ages, Area G will be represented at the U.S. Sailing Offshore Championship (aka Lloyd Phoenix Trophy) at the Naval Academy in Annapolis on October 27-30. **John Siegel**, skipper of the all-conquering Wylie 41 *Scorpio*, volunteered for the mission, and will compete in the Navy 44s with wife Joy, G.W. Grigg, Geoff McDonald, Larry Peterson, Marcy Fleming, John Buchanan, and Sean McBurney. Regular tactician **Bren Meyer**, who Siegel presented with the 2005 Big Boat Series Rolex watch for winning IRC-C, couldn't make the trip — something about "sailing too much and not working enough." Check www.ussailing.org to see how our local heroes fared.

The envelopes please: The short list for the **2005 ISAF Rolex World Sailors of the Year** was recently announced. Male nominees are Fernando Echavarri and

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THE RACING SHEET

Anton Paz (ESP), Peter Gilmour (AUS), Finian Maynard (IVB), Bruno Peyron (FRA), Vincent Riou (FRA), and Rohan Veal (AUS). The women are Claire LeRoy (FRA), Dame Ellen MacArthur (GBR), Blanca Manchon (ESP), and young Laser Radial star **Paige Railey** (USA). The criteria for nomination is outstanding sailing achievement between September 2004 and August 2005, and the winners will be announced during the ISAF Annual Conference in Singapore on November 8. The achievements of these 10 great sailors are listed at www.ussailing.org.

Meet the new boss: Versatile **Sally Barkow** (Nashotah, WI), who earlier this year won the 2005 Yngling Worlds and then dominated the Rolex International Women's Keelboat Championship in late September, defended her title at the **2005 Virtual Spectator ISAF Women's Match Racing World Championship** in Bermuda, defeating veteran American sailor Betsy Alison 3-0 in the finals (see *Box Scores* for full results). Barkow, a three-time All-American at Old Dominion, sailed with longtime teammates Debbie Capozzi, Carrie Howe, and Annie Lush. We've lost track of how many Rolexes Barkow has

won and given away now, but we suspect she'll receive another one in February.

Slimming down: At last month's annual general meeting in Phoenix, **US Sailing voted to reduce the size of their Board of Directors from 49 to 14**, a change that was months in the making. The restructuring will hopefully increase the effectiveness of the Board, which will now meet monthly. "This change demonstrates that US Sailing is trying to modernize the way we work and facilitates meeting our mission of encouraging participation and promoting excellence in sailing," said president Janet Baxter.

At the same meeting, **California YC** (Marina del Rey) was presented the **St. Petersburg YC Trophy**, emblematic of excellence in race management, for the Keane Star NAs last August. This was the third time in 10 years that Cal YC has won this high honor, and only the third time in the 38-year history of the Trophy that any club has won three times. . . High school sailing advocate **Larry White** (Niantic, CT) was awarded the **Nathanael G. Herreshoff Trophy**,

US Sailing's most prestigious trophy, for outstanding contribution to the sport. White is well known for his successful 15-year presidency of the Interscholastic Sailing Association (ISSA), a position he relinquished earlier this fall. . . . **Gene Hinckel** (St. Petersburg) received the Gay S. Lynn Trophy (contributions to disabled sailing) and **Jo Mogle** (Punta Gorda, FL) was honored with the Timmy Larr Award (contributions to sailing education and training).

Signing off: After 18 enjoyable years of working at *Latitude 38*, it's time to finally step off the monthly merry-go-round. Thank you to publisher **Richard Spindler** and the fine staff of this magazine for tolerating my ramblings for all these years. Thanks also to everyone who read and contributed to this column — I couldn't have done it without all of you.

After travelling and sailing for the next few months — including Key West Race Week and the P.V. Race — I hope to resurface in the spring in a slightly different capacity in the Bay Area sailing community. In the meantime, I can always be reached at robert_k_moore@msn.com.

See you on the starting line!

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WORLD

We depart from our regular format this month to bring you a special report on **Land-and-Sea Chartering in the British Virgin Islands.**

The Surf and Turf Combo Plate: Something for Everyone

"This was by far the best vacation ever," mused nephew Derek shortly after returning from the Caribbean last summer. "I never wanted it to end!"

It was no surprise that the rest of our crew made similar comments, since we'd hosted them on what we consider to be the perfect sailing vacation for a group like ours, a mix of seasoned sailors and neophytes. Our recipe for success was to spend part of our allotted getaway time ashore at a waterside resort and the rest of the time aboard a charter yacht — a 'surf and turf' charter vacation, as we like to call it. The whole thing could hardly have worked out better. Everyone came home tanned, refreshed and smiling broadly.

Like most de facto trip leaders, there have been times when this writer has had trouble getting commitments for a bareboat charter trip. But not this time. No sooner had I floated the idea of doing a Caribbean sailing getaway with my extended family, than a barrage of emails hit my in box saying: "I'm in! Save me a spot."

My brother Bear and I have been doing sailing trips together since. . . well, since before we actually knew what we were doing. When our kids came along — we have two boys each — we started shanghaiing them to go with us, even before they were out of diapers. Occasional trips together became a tradition. This time, though, as all the boys are now in their 20s, instead of bugging us incessantly to keep it an all-guy trip, leaving their poor moms at home, it was, "Say, Uncle, would it be cool if my girlfriend came along?"

"Wow!" I thought. "They've come a long

way since the days of burping contests and Oreo gluttony."

Because my nephews' girlfriends, Katy and Amy, had never done a live-aboard sailing trip before, and barely knew the pointy end of a boat from the other end, I proposed that we spend five days aboard a top-of-the-line bareboat in the British Virgin Islands, and another five at a top-notch resort. For once, no one wanted to debate the plan. Suddenly, I was a genius.

My wife Julie and I have sailed more loops through the British Virgins than we can count, yet we've never tired of doing so. And the BVI is our hands-down favorite venue for introducing newcomers to the joys of tropical sailing, due to the territory's easy sailing conditions and ample shoreside amenities. For the land portion of the trip the choice was obvious: the world-renowned Bitter End Yacht Club, with its elegant simplicity, breathtaking views and remarkable arsenal of watersports toys. When our grand plan was concocted late last spring, the availability of catamarans was nil, so we booked a beautiful, nearly-new Moorings 494 with four double cabins, four heads and a large comfortable cockpit.

By the time Bear, his wife Marta and the 'kids' arrived from the airport at The Moorings' docks in Road Town, we'd already done a thorough checkout with the company's cheerful, ever-efficient



INSET: JESSIE CARPENTER

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

staff and were ready to throw off the docklines.

"Oh my goodness, what a beautiful boat!" exclaimed Katy as she surveyed the hard-

wood-paneled salon and cabins. She was the token southern belle within our California-born crew. Her boyfriend, nephew Ryan, wasted no time setting up his iPod to work in conjunction with the built-in CD player, and by the time we

pulled out of the slip one of Bob Marley's reggae anthems was pulsing out through the cockpit speakers.

As our newly arrived crew were all a bit travel-weary and jet-lagged, we headed straight for Virgin Gorda's famous Baths to let them sample the rejuvenating effects of snorkeling through that



Left: Our Moorings 494 was fast, luxurious and comfortable, even with a full house. Above: Zac and Amy prepare to grab a mooring at The Indians.

JESSIE CARPENTER



OF CHARTERING



island within the bay — I laid out my rough plan for the rest of our five-day mini-tour. The idea was to revisit some of our favorite haunts, while showing the newcomers the best of the BVI. I proposed that we sail down the 'back side' of Tortola the next day to Jost Van Dyke; to Cane Garden Bay the third night; on to West End, Tortola; Norman Island; then back to The Moorings.

We packed a lot of fun into our short cruise, including partying at Foxy's on Jost Van Dyke, lounging on the sugar-fine beach at White Bay, snorkeling at Sandy Spit and The Indians, and exploring the Norman Island 'treasure caves'. The sailing conditions were predictably idyllic, with gentle seas and moderate breezes most of the time. It was, however, an abnormally hot week in the islands, so one night we old salts weakened and agreed to spend a night in air-conditioned bliss, plugged in, dockside, at Tortola's Soper's Hole Marina.

(The A/C was also a godsend at the charter base while loading and unloading.)

"For me, the boat portion was the best part of the trip," said Ryan later. "It was my first time in the Caribbean so it felt like I was exploring a whole new world. Pulling into a new spot each day kept the experience fresh and surprising."

Long renowned as one of the world's top watersports resorts, the Bitter End has a vast arsenal of watersports toys.

Life is a dream at the Bitter End, where the toughest decision of a typical day is, "Let's see, what sort of boat shall I sail today?" Inset: Bear rides the bow.

brilliant turquoise water. Afterwards, their childlike excitement reminded us of just how incredible it is to swim through a kaleidoscope of tropical flora and fauna, especially for the first time. For Ryan, Katy and Amy this was all a unique experience — their first Caribbean cruise. Likewise, Marta hadn't been here for 23 years, and had nearly lost her interest in sailing in the interim.

By sunset that night, we were moored at Trellis Bay enjoying sun-downers, having rendezvoused with the rest of our entourage: our own boys, Aaron and Zac, and their girlfriends, Theresa and Jessie. They'd sailed in aboard the Express 37 *Cosmic Warlord*, which

the Bitter End normally uses for their daysails and racing. (My wife, myself and our 'kids' had gotten a head start on the 'turf' portion of the trip, by sneaking in a couple of nights at the Bitter End at the beginning of our trip. We made a special arrangement to 'borrow' *Cosmic* for several days, so the two boats could sail in tandem.)

During our dinner ashore that night at the Last Resort — a funky long-established eatery perched on its own little



WORLD

His brother's favorite memory is: "when we hit that random squall on the back side of Tortola and everybody got soaking wet. It was pretty hilarious, and at that point we hit our fastest speed of the whole trip."

Being a newcomer to all of this, Katy had a slightly different take on it: "The boat definitely took me out of my normal 'comfort zone', but it allowed a closer experience with nature and the landscape. It was so nice to wake up with the sun, being on the ocean, surrounded by islands. I just looked around and tried to take everything in, to really appreciate

where I was."

As if our little cruise hadn't been rejuvenating enough, we capped it off with a glorious five-day stint at the Bitter End — Julie's "favorite place in the world."

Currently celebrating its 30-year an-

niversary, this family-owned resort has been a sailor's mecca since day one. Literally all of its cozy hillside rooms offer eye-popping panoramas, and several restaurants serve fine Caribbean-inspired cuisine, but the main attraction here,

Clockwise, from upper left: Jessie hops in to snorkel The Indians; Julie shares a dance with the BEYC's Kinto Sprauve; the Soper's Hole Wharf and Marina at West End; Aaron and Theresa find a shady spot at White Bay, Jost Van Dyke; longtime BEYC watersports director 'Gord-O' Overing always seems to be smiling; Zac rides the boom during a beat; checking out the centuries-old Callwood distillery at Cane Garden Bay; the nephews head off in the dink; 'Cosmic' at Cane Garden Bay; Ryan and Katy succeed at relaxing; (center) Marta and Bear arrive with precious ice; Aaron attempts to conquer a palm on Sandy Cay; chillin' in the cockpit en route to The Baths.



OF CHARTERING

of course, is watersports. With carte blanche use of Lasers, Hobies, J/24s, Hunter 216s, Rhodes 19s, Freedom 30s and windsurfers, it is truly a watersports paradise for sailors of all skill levels. And its isolation at the far end of Virgin Gorda's North Sound makes you feel as though you are a million miles from the pressure and stress of the workaday world.

Our days there were spent bashing around neighboring Eustatia Sound in various types of sailing craft, snorkeling

nearby reefs, and simply soaking up the serenity of the place in lounge chairs near the water's edge. At night, after toasting the setting sun with a cool 'libation', we all dined together, catching up on the latest news of each other's busy lives. And more than once, we danced beneath the stars to infectious steel drum melodies.

Ryan later recalled with a smile, "My favorite memory of the Bitter End is of Katy and me capsizing the Hobie Cat in the middle of the mooring zone. We were

sitting there, not a breath of wind, then boom! A huge gust of wind took us right over. As soon as we got the boat upright, it was hit by another gust and went over again, knocking off my shades in the process. Katy was laughing, people on nearby boats were laughing — it was great."

Thinking back later, Amy fondly remembered, "The rooms at the Bitter End are gorgeous and have amazing panoramic views."

Marta agreed: "Believe it or not, my favorite part of the stay at Bitter End was walking up the many steps to my room



ZAC TURPIN

WORLD

and collapsing into a lounge chair on the balcony, where I admired the gorgeous views of the water and islands beyond."

All in all, it had been a family vacation that would be hard to top. But then, we figured it would be, as the surf and turf concept always seems to be a winner.

As to the blend of time ashore and time afloat, Katy said, "I think it was a perfect balance; both aspects brought different perspectives. But who am I kidding to say I wouldn't love a longer stay at a Caribbean resort! Then again, I do wish I had learned more about sailing than I did."

Amy, too, may become a repeat customer: "The entire area is more than remarkable. You will never run out of things to do and see, and you even get to experience a different culture and way of life. I've vacationed in Hawaii, but it doesn't compare to having a boat adventure and staying in a resort cottage built into an island hillside. Doing an on-land and at-sea trip like this was adventure and luxury combined—a great mix."

Ironically, Marta, who thought she'd lost her interest in sailing, said, "My next



On the north coast of Tortola, Bomba's shack is a favorite party spot — especially on full moon nights. Jessie strikes a pose.

visit to the Caribbean will be a trip afloat. I'd been concerned about the close proximity of a boatload of family members, with all those unique and lively personalities. But I was pleasantly surprised at how well everyone got along, with no flaring tempers or selfish demands. I guess the lesson is not to arrive in the Caribbean with any preconceived notions. Leave your land-based obsessions behind you."

Bar probably spoke for all of us when he said, "When people ask about our

trip, I say, 'Great boat, excellent sailing conditions, everyone got along very well and had a great time — and I wish I was still there!'"

— **latitude/aet**

Readers — Although our surf and turf trip was custom-designed, the Bitter End and The Moorings offer a "Yacht Villa Package" aimed at couples who want to ease into the realm of yacht chartering. It includes five days at the resort and five days aboard a Moorings 332 — ideal for honeymooners or empty nesters.

For families and larger groups, The Moorings and BEYC are currently laying the groundwork for an Island Cruise Package which would utilize a luxurious, crewed 45-ft catamaran. Stay tuned for an official announcement soon.

In the meantime, surf and turf packages can always be customized to meet the needs of any size group.

Learn more about The Moorings' offerings by calling (800) 521-1198, or by visiting www.moorings.com. For Bitter End YC info and reservations, call (800) 872-2392 or see their website, www.beyc.com.

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We don't ask many favors from our readers, but this month we need a little help from our friends — namely, you.

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Thanks in advance for helping.

- On average, I charter in the Bay Area (average):
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 - 7-12 times a yr bareboat crewed yacht
 - 3-6 times a year bareboat crewed yacht
 - 1-2 times a year bareboat crewed yacht
 - very rarely bareboat crewed yacht
 - never bareboat crewed yacht

- I've taken charter trips away from my home waters:
 - 1-3 times bareboat crewed yacht
 - 3-5 times bareboat crewed yacht
 - 6 or more times bareboat crewed yacht

- On average, I charter away from my home waters:
 - twice a year bareboat crewed yacht
 - once a year bareboat crewed yacht
 - every other yr bareboat crewed yacht
 - every 3-5 years bareboat crewed yacht

- (A) I've chartered in the following areas:
• (B) During the next 3 years I plan to charter in:
Did it / Plan to

- | | | | |
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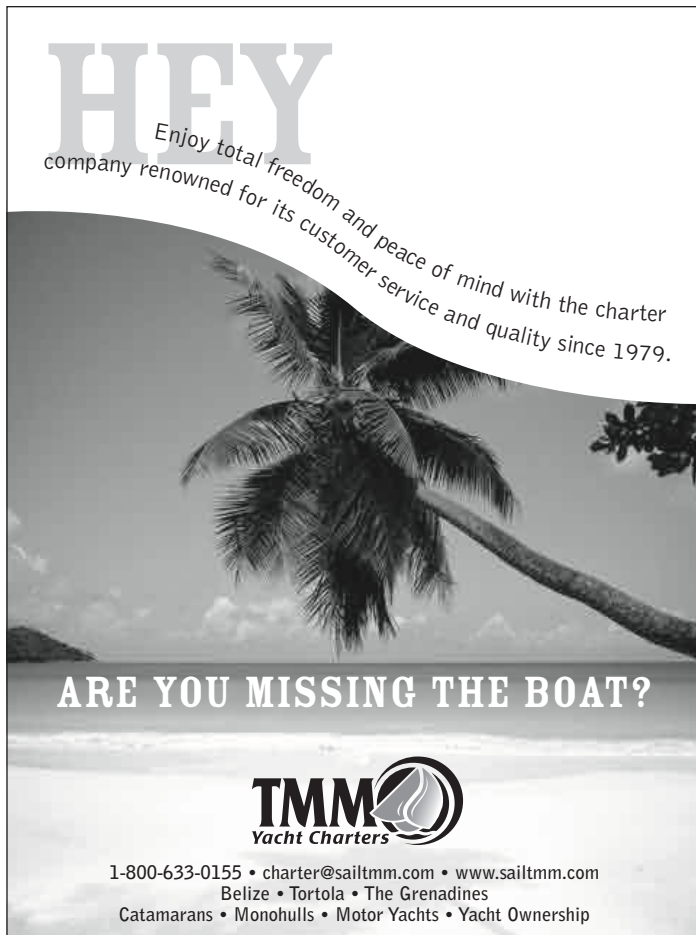
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 - boat shows or travel expositions
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 - recommendation from friends
 - advice of yacht charter broker or operator

- I've booked my charter vacations:
 - through a yacht charter broker
 - through a travel agent
 - (bareboat) direct with bareboat company
 - (crewed yacht) direct with boat owner

- I have picked companies to work with because of:
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 - tourism office information
 - recommendation from friends
 - advice of yacht charter broker or operator

On a separate sheet of paper, please tell us . . .

- What destinations would you like to read about in future issues of *Latitude 38*?
- What's the best thing(s) about bareboat or crewed yacht vacationing?
- What tips would you pass on to those who have not yet tried yacht charter vacationing?



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CHANGES

With reports this month from **Patagonia** on how easy it is to do the paperwork for a Canal transit and the transit itself; from **Viva** on late spring and summer cruising in the Leeward Islands; from **Marylee** on cruising in Mexico on as little as \$1/day; from **Learjet** on what's involved in getting ready for a passage; and **Cruise Notes**.

Patagonia — Passport 40 Ricardo & Gloria Klenk Don't Sweat The Canal (Emeryville)

Veterans of last year's Ha-Ha with our daughter Yvette, we made it all the way to Cartagena, Colombia, where we've really enjoyed the last five months.

However, our primary reason for writing is to talk about the Panama Canal transit, since there seems to be a lot of cruiser confusion about what's involved and how risky it is. Those widespread concerns caused us a lot of unnecessary anxiety, because having now done it ourselves, we can assure everyone that it's a piece of cake!

Preferring not to pay an agent — some of whom charge \$500 — to do our paperwork, we did it ourselves. It took us just one day — and by the end of the day we even had our transit date. Since we didn't hire an agent, some people told us we'd probably get stuck at the bottom of the list and have to wait a month. Well, the day after arriving in Balboa, we were informed our transit date would be in just six days.

Our advice for cruisers on a budget and/or for those who don't like to spend \$500 when they don't need to is simple — there is absolutely no need for an agent to transit the Panama Canal. The procedure is actually quick and easy. Here's an overview, assuming a start from the Balboa YC and doing a Pacific to Caribbean transit:

The first thing in the morning, take a \$2 cab ride to the Balboa Admeasurement Office, where you will be required to sit at a computer for 15 minutes answering a bunch of questions, mostly about your

The Admeasurer and Doña de Mallorca enjoy a laugh with the tape measure prior to 'Profligate's Caribbean to Pacific transit in May of 2004.



LATTITUDE/RICHARD

boat. If you have problems or questions, the helpful girls at the office can walk you through the simple procedure. Once that's done, the Admeasurer will visit your vessel, hopefully that same day, to inspect and measure the boat.

Once the Admeasurer is done, you are now ready to take the final step, which is to visit the nearest Citibank — another \$2 cab ride — to pay for your transit. Be aware that Citibank closes at 2 pm, so if you are running late, you'll have to wait until the next business day to complete the work. After 6 pm on the day you paid your transit fee, you can call the Marine Traffic Scheduler for your transit date.

That's all there is to it! If you want to pay an agent \$500 to do it for you, that's your business. We think there are better ways to spend our money.

By the way, the amount of traffic in the Canal varies according to the time of year. From February through the early fall, the Canal tends to be quite busy with extra ships from China bringing consumer goods to the States for the Christmas season. But from November through about February, the Canal is usually not so busy and you can often transit a day or two after being measured. However, it also depends on the world economy, which is cooking right now.

Our total cost for doing the paperwork? Six dollars in cab fares and a few hours of our time. As our boat is under 50 feet, we paid \$600 for the transit itself. It's \$850 for boats between 50 and 80 feet. No matter what length the boat, there is an \$850 buffer fee — in the unlikely event your boat causes a delay or damage — that has to be paid in cash or via a Visa card cash advance. Make prior arrangements with your bank for the approval of the entire amount, as most credit and debit cards have a limit. Our limit was \$750, but with a quick phone call it was automatically raised to \$1000. It's not recommended that you pay the buffer fee in cash, as the refund is made by check, and is said to take months.

If you don't have the required four 120-foot lines, you can easily rent them from the taxi drivers at the Balboa YC for a total of \$60. You'll also want a bunch of wrapped tires to use as fenders. You can also buy these from the taxi drivers, but boats coming the other way through the Canal might give them to you to avoid having to pay a disposal fee. Similarly, when



you finish your transit in Cristobal, why not just pass them on to a boat heading the other way through the Canal?

The four line-handlers that are required on each boat don't have to be particularly strong, but at the key moments they do need to be alert and know which way a line goes around a winch. Such line-handlers are easy to come by because there are always plenty of other skippers who, like yourself, are willing to crew for free in order to have experience before taking their own boats through. If, for some reason, you can't find anybody, or if you'd feel safer hiring 'professional' line-handlers, the going rate is \$50 to \$60 per handler. You'll also need to provide meals for all your crew and your Advisor, who will be aboard giving you directions for the duration of your transit. If you can do the transit in one day, you'd normally only have to provide breakfast, lunch, and an afternoon snack. But it's possible that you'll have to spend the night in Lake Gatun, which means you'd have to provide a different combination of meals.

The most important thing we're trying



SPREAD, STEVE JOST; INSET, COURTESY VIVA

Spread; Nothing says sailing in the Caribbean like a hard beat on a brilliant blue sea. Inset; Steve and Pam were all smiles.

to pass along is that it's not hard to do the transit paperwork yourself and that a transit is not dangerous. As such, it's something to look forward to with pleasure rather than fret about.

— richardo, gloria, and yvette 10/15/06

Readers — We agree that transiting the Panama Canal is nothing for even moderately competent mariners to worry about. We also agree that it makes little economic sense to use ship's agents — although for various reasons we've used both Pete Evans and Tina McBride in the past. They are both great people and they both did a great job, but it made about as much economic sense as buying a first-class plane ticket from San Francisco to Los Angeles.

Alas, Tina McBride recently informed us of what seems to be some very bad news. According to her, the Canal Commission is now requiring everyone to use a ship's agent. If this is true — and it would be outrageous if it were — we'd recommend

using agent Enrique Plummer, who has historically charged just 40% of what the other agents charge, and who enjoys an excellent reputation among the cruising community.

For details on McBride's report, see this month's Cruise Notes.

**Viva — Grand Soleil 39
Steve & Pam Jost
Summer In The Northern Leewards
(Hermosa Beach)**

We're still sailing the same boat we bought in Italy some 20 years ago — although we haven't been cruising her the whole time. We started our most recent adventure with the Ha-Ha in '99, intending to spend a couple of years cruising south and east. Well, it's been six years now and we're still enjoying sailing around the Caribbean. Here's a sampling of the kind of fun we had in May and June of this year.

After an exciting

month of various kinds of racing in Antigua, and Steve lucking out and getting to crew on the J Class 130-footer *Velsheda*, we continued 100 miles north to St. Martin where we met our friends John and Jo Featherstones. As planned, we had them aboard for a week of cruising around St. Martin, and the next week we shared their timeshare located at the entrance to Simpson Bay. With *Viva* anchored in plain view right out in front of the timeshare, it was kind of a treat to get off the boat for a week.

John also rented a car so we could do a little land cruising. St. Martin is just 7 miles by 7 miles, so it was easy to circumnavigate by car in one day. One of our favorite stops was the little village of Grand Case — it rhymes with 'toss' — on the French side of the island that is half Dutch. Grand Case is on a large bay with a lot of trendy shops, and there are probably more good restaurants in the four-block area than anywhere else in the Caribbean. In addition, there are several great open-air BBQ chicken and rib joints. For \$8 U.S., you could have a great plate of ribs and a terrific sunset. A 'decent' bottle of wine was another \$10. To encourage business from Americans, who are the primary tourists, many of the shops were offering a 1:1 exchange rate between the dollar and euro, a discount of nearly 20% on the official rate. On Thursday nights during the season — which runs from December to April — they have bands from all the different islands performing on the main thoroughfare. Unfortunately, the last of these ended the week before we arrived.

We next sailed 20 miles back in the direction of Antigua to St. Barts, which has always been a fun little stop for us, what with all the chic restaurants and trendy shops. During the New Year's holidays, you'll see up to 100 megayachts in and around the tiny port of Gustavia, which makes it the favored spot in the islands for the wealthy 'in crowd'. Unfortunately, with the unfavorable exchange rate last

The anchorage off Grand Case, St. Martin. The French village has some of the best restaurants and entertainment in the Caribbean.



STEVE JOST

CHANGES



STEVE JOST

Slow-cooked ribs are a Caribbean specialty. Some of the best can be found in the Grand Anse area on the French side of St. Martin.

year, it was a little pricey. After the hubbub of Gustavia, it was nice to slip away to the quiet little anchorage of Anse de Colombier on the northwest corner of the island. The bay was, of course, named after Columbus, who named the island after his brother. There are moorings available at no charge, which is nice. There is no access to the bay by road, so you either have to come by boat or make the 20-minute hike on the trail from Flamands Beach.

Then we backtracked past St. Martin

Pam couldn't have been happier than when enjoying Barbuda's 11-mile long sand beach. She didn't even mind there wasn't much shade.



STEVE JOST

once more to Anguilla, a long, low island about six miles north of St. Martin. Although we've been in the Caribbean for many years, this was our first visit — and we just happened to arrive on the weekend of the Anguilla Regatta in Road Bay. There are some beautiful coves, anchorages, and small islands at Anguilla, but the government discourages cruising yachts through a cruising fee schedule that is exorbitant in comparison with those of other islands. Although there is no entry charge to Road Bay for boats less than 20 tons, we had to pay \$38/day — in advance — to anchor anywhere else. And it's even more expensive than it sounds, because the one-day permits expire at midnight, so you are forced to get a two-day permit for just one night. In addition, there is a \$15/day fee for moorings, which boats are required to use. Needless to say, Anguilla's anchorages are pretty quiet and uncrowded. We suppose it's one way to keep the riff-raff out!

Upon arrival in Road Bay, we bumped into Randy West of St. Barts, the skipper of the 64-ft wooden ketch *Lone Fox*. West had been one of our primary witnesses during our protest episode in Antigua, and had entered the boat in the Anguilla Regatta on behalf of owner Chris von Trampe. John and I were invited to race the next day aboard this classic yacht, which had been built in 1957 for Colonel Whitbread of the brewery fame, which was the original sponsor of the Whitbread Around the World Race. It was a nice and easy windward/leeward sail with Randy at the helm and a mixed crew of laid-back locals from St. Barts and Anguilla. *Lone Fox* was the first boat to finish, but corrected out third.

During the 'mix up' regatta, Anguillan and other West Indies sailors are invited to race aboard the modern boats, and in the afternoon, we gringos are encouraged to catch a ride on one of the traditional island sloops. I was invited to race aboard *Miss Anguilla*, one of the 30-ft open wooden boats native to Anguilla and St. Martin. They were originally used for transporting sugar cane and workers from one end of the island to the other. With huge mainsails and just a small winch to trim the jib, sailing the very heavy 30-footers is quite a workout. The rules are pretty loose. After the horn signal, there's a jackrabbit start off the beach followed by a 10-mile windward-leeward course. Nobody pays much attention to right-of-way rules. Whoever is ahead when two boats meet gets to pass.

The only mandatory rule is that every boat must finish with the same number



of crew they started with. In years past, some of the crewmembers were dumped at the weather mark in order to lighten the boat for the downwind run, and had to swim to shore. The removable ballast is now in the form of large sandbags and rocks, which are more safely discarded. The local West Indians were a delight to sail with, as they were quite knowledgeable, very polite, laid-back — and best of all, there wasn't any screaming. Once again, I was the only white in a sea of black faces. After racing on *Velsheda* and then the Anguillan 30-footer, I had my racing fix for several months.

After the Featherstones left, Pam and I decided to complete our circumnavigation of St. Martin with another night anchored at Grand Case, and then some stops at some of the out-of-the-way anchorages on the north and east shores. It really is amazing how many neat anchorages there are on the backside of all these islands, but due to the numerous reefs, shoals, and other hazards, the cruising guides — aimed at an audience of primarily bareboat charters — steer you to all the ultra-safe spots. But if you want to get away from the hordes, just find the anchorages surrounded by reefs — which

STEVE JOST



The colorful Totem Surf Shop in St. Barth, in front of La Gamelle Restaurant. Jimmy Buffet gave a free concert here two years ago.

are red-lined in all the cruising guides — that require a lot of eyeball navigation, and you'll have them all to yourself.

After another two-day stop at St. Barts to replenish our paté, brie, and croissants, we headed over to Barbuda, a remote, low-lying island about 60 miles to the southeast. Barbuda is only visible from four to five miles away and, unfortunately, there are some six-foot shoals that far off, too. There are only a few recommended anchorages, and over 200 shipwrecks can attest to the danger of the reef-strewn waters. The approach to Barbuda must be made with the sun behind your shoulders or over your head. Barbuda is also famous for its 11-mile beach, which is probably the longest unbroken beach in the Caribbean. Pam, of course, was in 7th Heaven, but it left me looking for some shade trees. I do have to admit that it was nice to have this unspoiled, uninhabited anchorage to ourselves.

Barbuda is actually part of the country of Antigua & Barbuda, and our next stop was Antigua, a much bigger and more cosmopolitan island whose southeast

coast is one of the major yachting centers in the Caribbean. We started our visit by exploring the northwest anchorages of Jolly Harbor, Five Islands, Deep Bay, Dickenson Bay, and the capital of St. Johns for a few provisions and sightseeing. When you visit St. Johns, you want to make sure the cruise ships aren't in! All of the places just mentioned are quiet in the summer, and except for St. John, are home to several aging resorts that cater to budget-minded Brits visiting a former colony.

As we continued around the north end of the island, we found it was hidden by a series of nasty reefs, so there was hardly a cruising boat — and no charterboats — in sight. This is easy to understand if you read the fine red print on the charts for this area. The surveys were made in the 19th century using "celestial methods" and "lead lines". The small print warns that they may be off by only 500 to 1,000 yards — which is enough to leave you high on a reef if you don't pay

attention.

For a change of pace, one night we anchored off a very exclusive beach resort, one of those swanky 'nearly dead or newlywed' places. By law, they can't keep visitors off the beach — but don't you dare stray above the high-water line. With a few hours or day's notice during the low season, it might be possible to dine at one of these places — after submitting your family tree, blood samples and photos of your evening attire (long dresses, sports coat and slacks only, please)! Without checking the wine list or menu, we decided to pass, thereby ensuring another week of affordable cruising.

The next day we took *Viva* through a virtual minefield of shoals, reefs, and coral heads to a pretty little anchorage at Bird Island. This is a wild, uninhabited area full of sea birds that also has a couple of delightful anchorages. One or more of the daysail catamarans may spend a couple of hours here with a crowd, plus a few of the small excursion boats from the fancy resorts. For a "nominal" fee, they bring the guests out for a Robinson Crusoe experience, which includes an afternoon BBQ beach picnic, a short hike, and a chance to rub shoulders with some of those nefarious yachties. Since Antigua is becoming somewhat environmentally sensitive, and Bird Island is now part of a marina park, visitors are asked to refrain from loud noises, music, and partying that might disturb the nesting birds. With most of the guests from the resorts, there was no danger of that!

It was now time to head down island to Trinidad and put the boat on the hard to avoid the hurricanes. Having had a relatively maintenance and repair-free season, on our last day in Antigua, our 20-year old windlass decided to breath its last. So from there to Trinidad we had to up anchor by hand. But all in all it was a great season.

Antigua's Bird Island is a wild and uninhabited area full of seabirds. Visitors are asked to refrain from making loud noises.



STEVE

CHANGES

So many great destinations . . . so little time!

— steve 09/10/05

Update: *The Josts* report they missed getting hit by hurricane Emily by just one day as they crossed from Grenada to Trinidad. They are about to return to Viva for the usual annual maintenance and some new equipment installations. After that, they plan to spend the season cruising in Colombia, the San Blas Islands, Belize, Honduras, and the rest of the Western Caribbean. Next year they plan to return to the Med with Viva, either under sail or by boat transport. Having never sailed in the Eastern Med, they are looking forward to Croatia, Greece, Turkey, and the Black Sea. So many destinations.

Marylee — Nor'Sea 27 Dan Fitzpatrick, Samantha Nester Cruising On As Little As \$100/Mo. (Muir Beach)

The author of a letter in a recent *Latitude* inquired how much it really cost to cruise in Mexico. It's impossible to answer without first asking yourself some important questions: 1) Who am I now, and who will I become when I cruise? 2) How expensive is my boat? 3) What 'luxuries' do I really need? 4) How can I cleverly save money in Mexico?

As the smallest entry in the 2003 Baja Ha-Ha, our *Marylee* was dwarfed by a magnificent fleet of long-range cruisers. Although our Nor'Sea is compact, she's also an extraordinary example of what a pocket-cruiser should be. Nimble, balanced, and seaworthy, she carried my wife Samantha and me across all the treacherous seas we encountered to places that were beyond our wildest dreams.

What we discovered in our new life floating on the blue waters of the Sea of Cortez, is that money and material things

Dan and Samantha's Nor'Sea 27 was the perfect boat for them, as she was big enough — yet allowed them to keep their Muir Beach home.



quickly become relatively unimportant when compared to the simple life in magnificent natural surroundings. Nearly alone and away from the unnatural creations of man, we embraced more of a hunter-gatherer lifestyle. In so doing, our answer to the question of how much it costs to cruise in Mexico became "as little as \$100/month".

(In order not to mislead, it needs to be understood that we only cruised on \$100 a month for the three months we sailed the bountiful Sea of Cortez. When cruising the Mexican Riviera, we stayed in marinas, dined in fine restaurants, and spent money on side-trips. During those months, we spent about \$1,500/month. Our total for nine months of cruising was \$9,500, or an average of just over \$1,000/month.)

We might not have been the most typical of cruisers, as Samantha, who was taking a leave of absence from her job as a 5th-grade teacher, was only 26. And I, having recently sold my software firm to a large conglomerate, had chosen to rip off my tie and set it ablaze. At age 36, I had walked away from a business career to take my chances on the open ocean aboard a 27-ft sloop. If nothing else, I figured I'd have to deal with fewer sharks.

Although we'd planned our cruising adventure for years, I will admit that the reality of sailing away made me tremble as the departure date grew near. In retrospect, I'll never know how Samantha and I mustered the courage to take off. We're just glad we did. Now, for those important questions:

1) *Who am I now, and who will I become when cruising?* We found that adjusting to the cruiser lifestyle in Mexico is like becoming reacquainted with the summer vacations of our youth. The warm, casual days afforded us an abundance of quality time with our souls. The stresses of my American lifestyle, which I'd unwittingly carried for so many years, suddenly melted away. In fact, they ran down my leg, exited my big toe, and fell overboard with a considerable splash! For the first time in years, I felt well-rested, balanced, and young.

Once we got cruising, material things took a backseat to time — time spent with family, time napping in a hammock, time sharing a cold *cerveza* on a beach with the person we love the most. In this much more relaxed part



of the world, we found that we needed little more than food, fuel, ice, propane, and an occasional bus or taxi ride into town. By the way, grocery stores in Mexico are well-stocked with an interesting blend of Mexican and American goods, most of them at a fraction of the stateside price. We were surprised to find that we could easily provision *Marylee* for several months at sea for under \$200.

In addition to the low cost of living, we noticed nearly every ounce of materialism seeping out of our pores as the world slowed down around us. If you're like us, your standards will change, your needs will diminish, and acquiring new possessions will usually be seen as more of a chore than a pleasure. First-time cruisers shouldn't underestimate how real, frugal, and patient they will probably become. That's even true of kids. Jamie, the four-year-old aboard *Esprit* had been away from commercials so long he had no idea what to ask Santa to bring him for Christmas. The previous year he'd had a list of 25 toys he wanted. After going cruising, it was down to a boogie board,

IN LATITUDES

COURTESY INTERLUDE



Spread; Dan and Samantha. You'd be smiling too if you're living a great cruising life on \$100 a month. Inset; The iPod, a necessary 'luxury'.

fishing pole, tackle box, and one regular toy.

2) *How costly is your boat?* If it would put you on a tight budget, if you're only going cruising for just a short time, or just testing the waters to see if you like cruising, we'd recommend not buying a big boat. Rather than trying to duplicate your home in the states and all her comforts, we suggest getting a cruising boat that is primarily a vehicle to get you to 'paradise' in safety and relative comfort. In fact, rather than selling a home to try to replicate it with a big floating home, we suggest buying a smaller boat which would allow you to keep your home and rent it out. We did, and watched the value of our home double in value while we were out cruising. One caution — just make sure your home doesn't get rented out to be used as a brothel.

It took me 10 years to find the perfect boat for Samantha and me. Although our aft-cockpit Nor'Sea is compact, she's a

surprisingly spacious liveaboard and a dream to sail. She moves well in light air, is safe in heavy weather, and draws less than four feet. We found our boat to be relatively inexpensive to buy, equip, and maintain. Best of all, she's trailerable. So rather than ultimately having to bash back up the coast of Baja, we can tow our boat home with a pickup truck.

When estimating how much your boat will cost to operate and maintain, think in terms of both money — and time. The time you spend fixing things on your boat or waiting for parts or a mechanic to arrive, is arguably more 'expensive' than the money you have to dish out at what we found to be very expensive marine stores in Mexico. As such, we recommend getting everything you need — from new sails to every conceivable spare part you might need — before

leaving for Mexico. For in paradise, you'll have better things to do than waste your precious time working down below in 100° heat.

The arduous task of refitting *Marylee* took an entire year, as I gutted her mechanically and electrically, and carefully rebuilt her from basically a hull. But upon completion, she was a dazzlingly updated solid cruiser. Because I'd done most of the work re-engineering, upgrading, and simplifying every system, I had a keen understanding of every part of my boat. By the time we left with the Ha-Ha, I had the proper tools and skills to be self-sufficient south of the border.

What did all the painstaking preparation give us? Flawless performance without any major breakdowns, that's what. Other than normal maintenance, *Marylee* was totally carefree. We pitied the cruisers who had complicated boats with chronic mechanical problems, but didn't have the knowledge or skills to operate and maintain them. For it meant they had to shell out lots of money for parts and labor and were often unable to join us for hikes, dancing, diving, and even drinking.

A smaller boat also costs less in marinas. We only paid \$12/night for *Marylee* at Paradise Village, a beautiful resort complete with a yacht club, pools, hot-tubs, a spa, and even a zoo.

3) *What luxuries will I need?* Luxury items in Mexico can range from spa days, to side excursions, to trips back to the States for Christmas. Although many things are inexpensive in Mexico, some are dear. For example, airplane tickets, rental cars, bars and restaurants in tourist areas, and chandleries can suck your cruising kitty dry in a jiffy.

Although people have different tastes,

When out at one of the great islands in the Sea, it's easy to be thrifty because there's plenty of seafood — and nowhere to spend money.



MARYLEE

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here's our list of recommended 'luxury' items that even those on a tight budget could afford:

Bocce balls. We played beach-bocce almost every night and found it was a great way to meet new people. **Sirius or XM Radio.** It's commercial free, and has hundreds of news, music, comedy, and sports channels. The original investment is about \$120, then \$12/month. A **Satellite telephone** allows you to make calls home from anywhere for as little as \$1.39/minute — although there is a significant initial investment. A **laptop with WiFi and DVD drive** allows you to watch movies, play games, and, in most marinas, connect wirelessly to the internet. An **iPod** allows you to enjoy all your music while leaving the clumsy CDs at home. A **color GPS chartplotter** has great features such as an anchor drag alarm, true speed, and celestial and tide information. **Radar** is an absolute must that saved our asses more than once. Our \$150 **SSB receiver** only allowed us to hear weather forecasts and listen to the cruiser nets. A **killer stereo** with audio-in allowed us to listen to our iPod, DVD players, laptop, satellite radio, SSB, and VHF in surround sound. **The biggest rectangular BBQ** you can afford. Don't skimp by getting a cheap round one or your dinner will consistently roll off the grill and into the sea! A speargun allows

In Dan and Samantha's case, cruising their boat in Mexico was much less expensive than cycling and camping across Europe.

you to hunt, dive, and fish at the same time. Spearguns are more reliable than line fishing and permit you to be more selective. **Pool rafts.** We spent countless hot afternoons floating behind our boat sipping cold *cervezas* and enjoying the breathtaking landscapes. **Video recorder.** It will all seem like a dream someday, so document it! A **handheld radio** allows you to stay in touch with your boat and the feet while on the beach and in town. A **tremendous selection of wine.** Inexpensive good wine is sometimes difficult to find in Mexico, so stock your liquor cabinet before you head south. We became friends with the folks on the catamaran *Melody*, whose captain told us they left San Diego with 48 cases of wine!

4) **Clever Ways To Save Money While Cruising Mexico.** Since being frugal is part of the cruising lifestyle, even the wealthiest yachtsmen enjoy playing this game. Here are some tips: **Shop wisely for spares.** If you buy your expensive spares from a large marine retailer with a liberal return policy, keep them in the original box, and take back anything that doesn't break after you're done cruising, you'll only have bought them if you needed them. **Attend timeshare presentations.** Destinations such as Puerto Vallarta have timeshare kiosks set up around all the resorts. Most of them will serve you a wonderful breakfast and either pay you \$300 in cash or send you on an expensive excursion — just for attending a half-day presentation. When in Paradise Village, **join the Vallarta YC.** The discounts on food, internet access, telephone calls, and drinks are well worth the associate membership dues. It's a home away from home, and a great place to catch up on business matters midway through your cruise. **Eat where the locals eat.** We always followed the crowd to the best \$1 taco stands in town. **Take the 'chicken bus'.** Leave the fancy air-conditioned buses to the powerboaters. The ratty old chicken buses are more entertaining and cost less than half as much. **Buddyboat with an avid fisherman.** They always have extra fish they want to share. **Bring along a bunch of inexpensive DVDs and books.** You'll be able to trade them with media-starved cruisers for new releases at swap meets. You'll never have to buy anything new. **Give yourself a haircut.** The beach is the perfect place to trim those curly locks — especially if you're watching your boat sway in a picture-perfect tropical lagoon. And don't worry, nobody will even notice if your 'stylist' makes a mistake. **Insure wisely.** Much to our surprise, we discovered that *Marylee* was covered under our



homeowner's policy because she's under 35 feet and her motor is less than 55 hp. And she's insured for anywhere in the world! **Clean your own bottom.** Why pay a diver to do it in a marina when you can do it yourself in a nice clear anchorage. And remember, small boats have smaller bottoms to clean. **Maintain your dental health.** You can almost eliminate dental bills by religiously caring for your teeth. In fact, take dental instruments with you and take turns cleaning each other's teeth! **Hitchhike.** If a car is going your way in Mexico and there's an empty seat, the driver will almost always stop and give you a ride. We met many wonderful people hitchhiking, and although we always offered, they would never accept a single *peso* for gas money. **Don't be flashy.** Mexican retailers opportunistically mark prices up when flashy tourists go shopping. So dress to unimpress. **Go naked.** Reduce laundry bills and wear & tear on your clothing by sporting your birthday suit whenever possible. Just make sure to slap some sunscreen on the family jewels. **Give gifts to the locals.** Simple gestures of kindness make you feel good — and are often repaid tenfold. I once gave a teenage



MARYLEE

IN LATITUDES



TROPICAL STUDIOS

Antigua's English (foreground) and Falmouth Harbors (background) combined to be one of the world's great naval centers in the days of sail, and now are one of the world's great yachting centers. They are home to Antigua Sailing Week, Antigua Classic Regatta, and the Antigua Charterboat Show.

boy who worked in a *palapa* restaurant in Mantanchen Bay several pens, flashlights, and pocket knives — the leftover corporate-logo swag that I used to give my unappreciative customers. His family, who happened to own the *palapa*, was so impressed that they presented us with a very nice bottle of tequila before we weighed anchor.

Parting Thoughts. Samantha and I cruised economically because we wanted to, not because we had to. It was fun to stretch our money and live off the land and sea. And it's easy to do in Mexico.

From July to October we decided to take a break from cruising. So we put *Marylee* on the hard in San Carlos and took a plane to Europe with our tandem bicycle. We ended up riding 3,200 miles around Belgium, Holland, Luxembourg, Germany, Austria, the Slovak Republic, Italy, Switzerland, and France — before finishing our journey at Oktoberfest in Munich in late September. Although we tried to save money in Europe, it was much more costly, even though we

camped most nights, didn't purchase any fuel, and didn't have slip fees. The three months on a bike in Europe cost more than nine months aboard our wonderful little boat in paradise.

— dan 09/15/05

Readers — Those are some great tips — although we're not sure how many cruising couples are ready for the ultra-intimacy of cleaning each other's teeth.

While it would be difficult to cut a couple's day-to-day expenses to less than Dan and Samantha's during their time in the Sea of Cortez, it would have been easy to have spent less on gear. Lots of small boat cruisers there have gotten along fine without a radar, depthsounder, SSB receiver, chartplotter, laptop, Satphone, or video recorder. They're nice, but not necessary.

**Learjet — N/M 55
Glenn Andert & Jody O'Callaghan
Getting Ready For A Passage
(Cupertino)**

With Jody's oldest son arriving in Fakarava in the Tuamotus in four days, we

had to depart Nuka Hiva in the Marquesas for the three-day passage. It would be a 550-mile trip, which is long enough in a car on a freeway, but we'd only be averaging seven knots.

What did we do in the two days before we took off? While still at Baie Taiohie, Nuku Hiva, the capital of the Marquesas, we tore down the dinghy and stowed it. Until we left, we'd get around with the kayak. We pulled the sails and other gear out of the forward locker and let it air out on the foredeck. A couple of cups of water had gotten into the locker, and everything was damp from the humidity. It took the two of us an hour to get everything out and laid out, and another hour to put it all away.

We then went ashore and checked out with the *gendarme*, shopped at the market, and got the propane bottle refilled. For those following in our path, this is the only place before Papeete to refill U.S. propane bottles. We also transferred the diesel from our six 6-gallon jerry jugs into the main tanks, bringing us to full capacity on diesel. We then took the six jerry jugs to shore to refill them with diesel. By the time it was all said and done, that alone had taken about four hours. We probably didn't need to refill the diesel jugs or fill another bottle of propane, but it's better to be safe than sorry.

Given the high prices of everything else here in French Polynesia, I was surprised at the prices of propane and diesel. It only cost \$2.50 U.S. to fill the propane

Even when headed to a great destination like the Tuamotus, it's hard to leave the colorful and haunting Marquesas behind.



COURTESY INTERLUDE

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tank — about one-third of what it would have cost in the States. The diesel was \$1/liter. Since there are 3.78 liters in a gallon, that's the equivalent of slightly under \$4/gallon. I expected that it would be twice that much.

While paddling the kayak, we saw a shark on the surface that looked to be 10 feet long. But we think it was a mild-mannered nurse shark. Later in the day we saw a green turtle surface near the boat.

The next morning we were at Baie Anaho, Nuku Hiva, in our second day of preparing for the voyage. Unable to sleep, Jody got up at the ungodly hour of 5:30 a.m. We paddled the kayak the half-mile from our boat to the dinghy dock. Our first job was to get some fresh tuna. We hadn't had much luck fishing recently, so we had to break down and buy some!

The fishermen leave at 3 a.m. and return loaded with fish about 6 a.m. — and we were there to meet them. The guy we bought from had about six big tuna and three gigantic barracuda. He informed us — in French — that the barracuda weren't good for eating because they have ciguatera. This is a toxin that grows in some corals and is eaten by progressively larger fish — right up to the big barracuda. The toxin doesn't bother the fish, but it has some very nasty — even paralyzing — effects on humans! I already knew that we didn't want the barracuda, but it was nice that he warned us.

After waiting our turn behind some locals, we selected a nice fat tuna and had the fisherman filet half the fish for us. In the process, we learned a niftier way to filet tuna! You remove the skin before removing the filet from the fish! We put our fish in Ziploc bags, then put the bags in the bottom of the kayak to keep them cool.

Next we headed off to the market for

Glenn Andert's N/M 55 'Learjet' looking good as seen in the Pirates For Pupils Spinnaker Cup during a previous cruise to Mexico.

some veggies. The vegetable lady arrives at 7:30 a.m., and by 8:30 a.m. everything is gone — so you don't want to be late. We were a bit early, so we wandered around the mansion of some official — probably the governor of the Marquesas or something like that. And then we wandered about the impressive church, which was built in 1975. While on the church grounds, we took an uru — a soccer ball-sized sort of sweet potato that grows on trees. Then we got back to the vegetable lady just in time. After Jody shopped and Glenn visited the bank — which also opens at 7:30 — we headed back to the kayak with a big bag of goodies. During the walk we ate some quiche we'd bought from a roadside food van.

When we got back to the dock, we hoped to pick up our laundry. It costs \$10 a load, but what a luxury it is to have someone else do that! They say the clothes are dry when you get them back, but you still have to hang them out because they aren't really dry. Well, the laundry wasn't ready. It didn't make that much difference, because we couldn't have fit it all in the kayak anyway. I left Jody on the boat to rest and work on food preparation, and paddled back to the dock for the laundry.

Jody spent much of the day taking food out, preparing food, cooking food, and then cleaning up. Since it would be just the two of us on a nonstop 72-to-84 hour passage, we wanted to have all the food prepared so when we were off watch, we wouldn't have anything to but eat, rest, and sleep. Anything beyond that is too much.

While Jody cooked, I managed to break down the kayak and stow it. Somewhere in there we also managed to sail halfway around Nuku Hiva. We'd wanted to spend more time in Anaho Bay, but we ran out of time. At least we saw it.

When we stopped at Anaho Bay, we had other things to do to prepare for the passage. Jody did some more cooking while I ran the engine to top off the batteries and ran the watermaker to top off the tanks. I also jumped in the water and cleaned 120 feet of waterline.

While in the process of cleaning the bottom, I noticed that there was a sizeable gash — half the size of an average baby finger — in the leading edge of the rudder. So I got out the Splash Zone, which is an amazing two-part epoxy that you can mix and apply underwater! It also has a pot life of 30 minutes, which really helps. I covered the



hole in the rudder, and it should be cured by the time we leave in the morning. It better work, because the stuff cost me \$150 a gallon!

By then it was time for one of Jody's fabulous meals. We had a glass of beer, fresh tuna, a green salad with tomatoes, fresh homemade pumpkin soup, and sweet chocolate for dessert. What a feast! We were ready to leave in the morning.

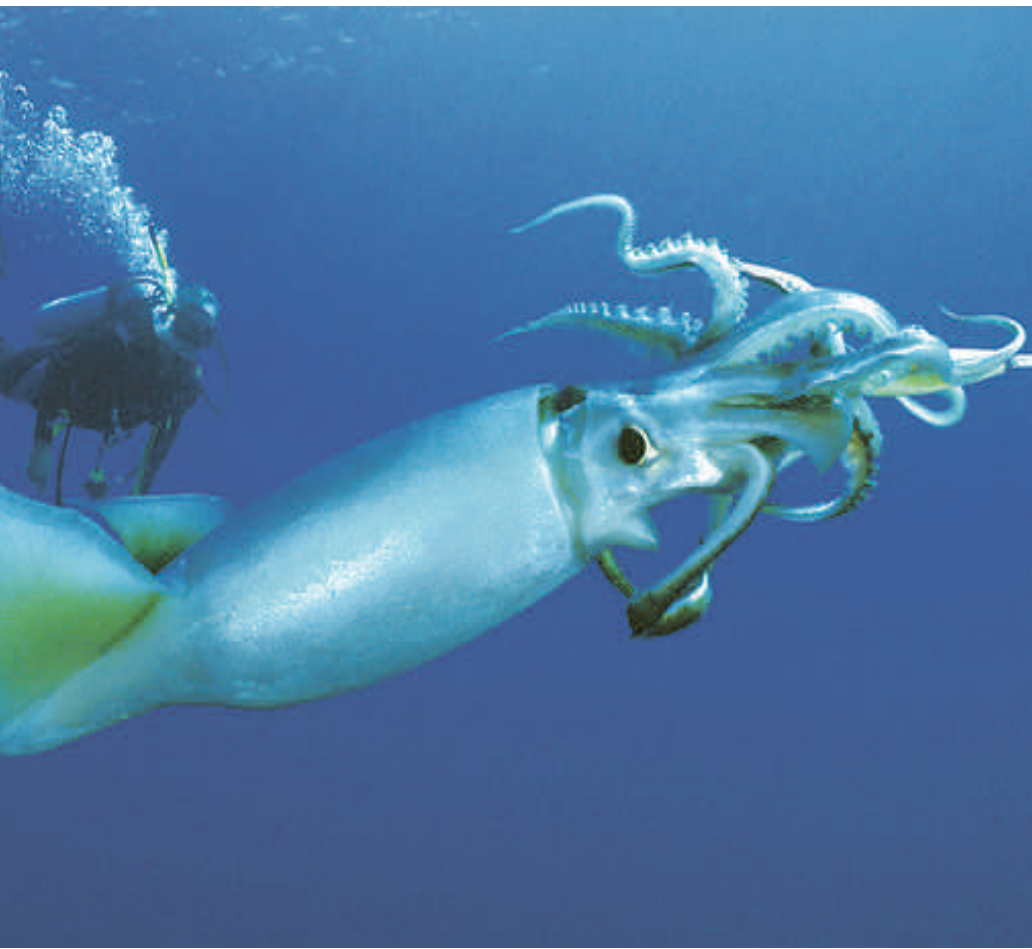
— glenn 06/15/05

Readers — Although this report is a little dated, we thought it was worth running because it gives a realistic idea of how much time and effort are required to get a boat — even one that's already cruising — ready for even a moderately long passage.

Cruise Notes:

Guys, if you're planning on cruising in the Sea of Cortez, and your significant other is a little wary of what might be in the water with her when she goes swimming, you'll want to tear the following item out of the magazine before she gets a chance to read it. You see, it's about the Humboldt Squid — better known in Mexico as the **Rojo Diablo** or Red Devil.





JIM KNOWLTON/JIMKNOWLTON.

A couple of divers observe one of the tens of millions of *Rojo Diablo* in the Sea of Cortez. What do they need three hearts for?

Described as a "fiercely cannibalistic opportunist predator", *Rojo Diablo* are extremely fast and strong, travel in huge schools, and employ cooperative hunting techniques. Although they only live about two years, they grow to as much as eight feet in length and weigh up to 100 pounds. The *Rojo Diablos* have a large brain, stereoscopic eyes, three hearts, blue blood, and eight arms with suction cups rimmed with a bony ring of teeth. They seize their prey with two hook-laden tentacle clubs, embrace the victim into a nest of eight arms, and tear chunks from the body with a large and powerful razor-sharp beak. Even their tongues have curved teeth! You see why we didn't want the significant other to read this? Many biologists consider the *Rojo Diablos* to be the most cunning and ferocious of creatures. But often times you don't even know they are there, because they can change color back and forth from deep maroon to opalescent white several times a second.

We'd like to tell you that the *Rojo Diablo* are rare, but they are plentiful. It's

estimated that there are 10 million of them in just one 25-square-mile area off the coast of Santa Rosalia, Baja, in the summer. During the winter they migrate toward Guaymas. They also appear in other places in the Sea, but not in such great numbers. Fishermen pull some 100,000 tons of *Rojo Diablo* out a year, all of it with hand-lines. But even when the 'red devils' have been landed, they don't give up the fight. They bite and grasp with tentacles, and even send out a five-gallon fire-hose like blast of black ink that can cover a human from head-to-toe. Unless provoked, the *Rojo Diablos* aren't considered dangerous to humans. But if they

decide to go after you, it can be nasty. "Gawd," said one woman diver, "I hadn't been groped and pecked at like that since high school!" But there is some good news. The *Rojo Diablo* spend almost all their time in 650 to 2,500 feet of water. All this good info — except for the phony quote from the "woman diver" — comes via Ha-Ha vet Tony Matthews of the Dana Point-based **Hoofbeats**.

Not quite in time! "**The Mexico Boating Guide, 2nd**

Edition, is going to be late," laments Patricia Rains, who co-authored the book with her husband Capt. John Rains. "We're still putting the finishing touches on our 300 new color charts — which are satellite-image corrected, not just GPS-corrected, so the guide won't be printed before Thanksgiving. When we get them, we'll make sure that they get distributed as soon as possible."

Patricia also had the latest on two topics of interest for those cruising to Mexico this season: "Contrary to rumor, Cabo San Lucas is *not* requiring a health certificate from *yatistas* who clear in there. To be sure, we phoned Victor Barreda, the ship's agent in Cabo. In his 40 years working there, he'd never heard of such a thing. But just to be sure, he checked with the port captain in Cabo San Lucas, as well as with both the state (Baja) and federal (international) health department officials. Everyone says 'no way!' Not in Cabo, and not in any other port in Mexico."

(However, Dave Wallace of the Redwood City-based Amel Maramu **Air Ops** remembers that in '02, the Cabo San Lucas port captain claimed that a law required that the crews of all boats clearing for the United States get health certificates. The solution was to just clear to Ensenada, which is just another port inside Mexico, and therefore didn't require the certificates." There hasn't been a mention of it since.)

The second topic the Rains mentioned was with regard to provisioning. "Victor asked us to remind all *yatistas* — and especially the Baja Ha-Ha and the Class of '05 — that fresh (uncooked) U.S. beef, chicken, and eggs are still banned everywhere in Mexico, and will be confiscated and incinerated. This is because of Mad Cow disease, and the Avian (bird) Influenza H5N1 and H5N2 flu. They have the right to inspect your boat and your freezer.

If you clear into Mexico with fresh beef — and maybe even chicken and eggs — it will be confiscated and incinerated.



MEATLOAF

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The bird virus is a serious problem for Mexico, because their entire poultry industry was wiped out 20 years ago. Ever since, they've been inoculating against N5H2, but the newest outbreak is N5H1, which the birds aren't protected against. If even one scrap of uncooked chicken or egg gets into the garbage dumps or goes overboard, it could be picked up by seagulls and pelicans, who might transport it inland via their droppings. That's how the last epidemic got going, so they are very edgy about it."

This just in! As of the middle of October, chicken and eggs have been pulled off the prohibited list. But we're going to warn you, this news may not reach officials in Cabo and other ports before you do.

Miracle passage? Sailing east from Panama's San Blas Islands or Cartagena, Colombia, toward the 'ABC Islands' and the Lesser Antilles has historically been one of the toughest passages in cruising. Thus the following report is quite a surprise:

"We arrived in Curaçao on October 10 from Cartagena," write Randy and Lourae Kenoffel of the San Francisco-based



PIZAZZ

When 'Pizazz' anchored at Rodadero, which is just south of Santa Marta, the former (?) drug smuggling capital of Colombia, some locals stopped by smoking joints the size of cigars.

Beneteau 500 **Pizazz**. "It took us six days — including our stops — going 'the wrong way'. Our trip was actually very easy, as the wind was from behind us — yes, we had westerly winds. We stopped at four

places — Punta Hermosa, Rodadero, Five Bays, Bahia Portete — and bypassed Cabo de la Vela and Monjes del Sur because they were untenable due to the unusual wind direction. Some of the people in our group — there were six other boats — stopped at Bahia Cinto and Monjes del Sur. This was our fourth trip along the coast of Colombia, and we had no problems with pirates, drug runners, or anything else. We wished we could have stayed in some places longer, but with the favorable light weather conditions, we felt we had to keep going. But in fact, we could have stayed longer, as we've been here a week now and the winds have still been light and out of the southwest."

The Kenoffels have written a **Colombia Coastal Cruising Guide**, which you can get by emailing them at sy_pizazz@yahoo.com. They will be updating the guide in the next month or so. They've also started the Colombia Coast Cruisers Net — a great idea — to help folks sailing east or west along that usually very rough stretch of the Caribbean. We'll have more on their recent passage with the six other boats in

Planning to travel to some far-flung destination?



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the next issue of *Latitude*.

"Panama has now passed a law requiring that all vessels hire a local agent to represent them," reports **Tina McBride**, a longtime ship's agent in Panama. "Gone will be the days of paying a taxi-driver \$50 to handle your paperwork. I think those taxi-drivers can be a lot of fun, but if you happen to fall into the wrong hands, you could find yourself being robbed or worse — especially in Colon."

If true, this news really steams us for four reasons. First, we and many other cruisers — see the first article in this month's *Changes* — have had no trouble doing all the Panama and Canal paperwork ourselves and/or with the help of the taxi-drivers. Second, we think that some of the agents — including McBride — charge outrageous sums for what many cruisers know from firsthand experience is very little work. Third, we don't see how McBride is going to be of any help if we hired her and "fell into the wrong hands in Colon" — not unless she's got a Superwoman outfit in her closet we don't know about. And fourth, she maligns the taxi-

drivers, but sources tell us that she often hires them to do her work!

"The paperwork is not the only thing that we agents do," McBride continues in an attempt to justify her fee. "We coordinate the client's complete entry into and exit from Panama, their Canal transit, provisioning, repairs, Immigration, permits, clearances, and look out for their welfare while in the country. And if the vessel has a problem while transiting, the agent is responsible for getting their client out of this difficult situation."

All those services are wonderful for mariners who might want or need them, but what about adults such as ourselves,



Fight the rip-off! Getting the paperwork for clearing in and out of Panama, and through the Canal, is easy. It shouldn't require an agent.

who actually prefer to do our own paperwork, provisioning, repairs, immigration, permits, and clearances? Why should we be forced to pay a staggering fee for something we can have fun doing in a couple of hours? McBride did a fine job with *Big O's* paperwork when Capt. Jim Drake took her through the Canal in '94. In that instance

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we wanted her help. But we'd done the Panama and Canal paperwork ourselves the year before without a problem, and we used a taxi-driver to help us do it again in '04, and once again didn't have a problem. We don't need an agent's services!

If we were a cruiser planning to transit the Canal any time soon, we'd start firing off angry letters to the Canal Commission, and band together with other cruisers on the various nets to plan ways to raise hell. The Canal has a history of making moves that aren't in the best interests of cruisers, and then backing away from them when pressured. This happened just last month, for example, when they tried to eliminate most of the good anchoring sites in the Panama City vicinity. In addition, cruisers should raise a stink in the newspapers, pointing out that \$500 for a couple of hours of work is obscene in a country where the annual per capita income is only \$3,000. Money spent on agent fees is money that otherwise would



When all the other agents were charging \$500, Enrique Plummer was charging \$200 — and getting rave reviews from cruisers for his service.

have been spent in restaurants, stores, and markets, where many, not just a few, would benefit.

Finally, we'd encourage everyone to boycott agents who charge \$500 for the basic paperwork and/or support the mandatory use of agents. When an agent charges cruisers as much for paperwork as for the Canal transit itself, it just plain stinks! You might be interested in knowing that the last time we came

through the Canal, Enrique Plummer, who McBride also maligns, was charging 60% less than she was for the same service — and had earned a glowing reputation in the cruising community.

The **really big deal this year in Mexico** will be to see how well the new

clearing procedures work out. Once a boat is cleared into the country, the skipper no longer needs to go to Immigration again until just before the boat leaves the country. In addition, when going from port to port within Mexico, the port captain only need be "notified". In some places this may be done over the radio or via a marina office, but in other places the skipper may still have to make a visit to the port captain's office. However, you cannot be charged to clear into a domestic port, and you cannot be required to use a ship's agent. If you have any problems, notify us immediately, and we'll see that Teri Grossman takes it up with the direc-

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COURTESY FLEETWOOD

tor of port captains in Mexico City.

Is it too late to start a long cruise at age 68? It hasn't been for Jack van Ommen of the Gig Harbor-based, hard-chine, clear-finished, mahogany-hulled, Naja 30 **Fleetwood** — a Langevin design that sort of looks like an enlarged Thunderbird. That is not to say the trip has all been easy for the vet of the '82 Singlehanded TransPac. When van Ommen left Gig Harbor in February, he did so with a boat on a trailer, trucking her down to Nelson's Boatyard in Alameda for launching. Given the time of year, we think that was smart. But on his first sailing leg to Santa Barbara, he ran into a very strong southerly. After the failure of his Navik vane led to a series of other difficulties, he ultimately had to call the Coast Guard for a downwind tow north to Monterey. After replacing his old vane with a Monitor, he took off again — only to be caught in 25 to 40-ft winds. But at least they were from aft and the more rugged Monitor was up to handling them. What's more, he got to observe a multi-rocket launch from Vandenberg Air Force Base. Van Ommen took

off for the Marquesas from Santa Barbara, reaching the 3,000-mile distant landfall 30 days later. He's been doing the typical South Pacific Milk Run since then, but reports he's now splitting with the rest of the pack. They're headed to New Zealand while he's on his way to Viet Nam via Vanuatu.

"It will be a return to Viet Nam for me," he says, "as I first arrived there in November of 1961 with a company strength U.S. military unit. I stayed until March of '63. For one of those years I was joined in Saigon by Joan van Ommen for what turned out to be a rich and unforgettable period of our lives."

West Marine Caribbean 1500 organizer Steve Black reports they have 50 boats signed up for the November 7 event from Hampton, Virginia, to Tortola in the

It was on March 15 that a somewhat tense-looking van Ommen set sail under the Golden Gate on his way to adventure — and Viet Nam.

British Virgin Islands. At least half of the entries have done the event before, which is a pretty strong recommendation. None of the boats are from the West Coast. The average size of a West Marine Caribbean 1500 entry is a couple of feet longer than the average Ha-Ha entry, with a number of boats over 50 feet tilting the balance. We wish everyone in that event a smooth and safe voyage. Twice as long a the Ha-



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Ha and with no stops — except maybe Bermuda to avoid bad weather — historically the 1500 has been much rougher than the Ha-Ha.

Tom Fischbeck of **Maxwell Marine** reports that one of his customers lost a 160-lb CQR anchor attached to 600 feet of 7/16" (12mm) chain at Punta San Carlos, on the Pacific Coast of northern Baja. "The coordinates are 29°37'02N, 115°29'09W. These should get treasure hunters within a fraction of a mile of the booty."

We don't know if it's still there, but in September a large motoryacht lost a big anchor and a lot of chain between Big Fisherman and the east mooring field at Two Harbors, Catalina. Has anyone recovered the anchor and rode?

Kim Coleman of the Marina Square, Alameda-based Spencer 53 **Cheers** reports that their 15.5-year-old dog Barney has spent his entire life as a boat dog. According to Coleman, when young, Barney daysailed and raced the Bay and offshore, and cruised the California coast — the latter being why she appears in this section. "We recently caught her just getting up from her favorite spot under the nav



DOUGLAS WALLING

"All paws on deck!" Barney is a vet of Bay and ocean racing, as well as cruising the coast of California. What about your dog?

table and about to head up to the cockpit, wearing her favorite jammies and all. It was a Kodak moment, so we snapped this shot in the hope *Latitude* readers might get a chuckle from a real sea-dog doing

her thing."

Make a resolution for higher res! A few months ago we got a photo from Jeff and Dede Allen of the Brisbane-based Irwin 54 ketch **Lazy Bones** that showed them and their crew in French Polynesia holding up copies of recent *Latitudes*. They said they really hoped that we'd run the photo. We would have loved to, but the resolution was too low — meaning that if we ran it any larger than two inches by two inches, it would have been all jaggies. Here's our one paragraph guide to digital cameras:

These days the market is flooded with excellent digital cameras at reasonable prices. Unless you plan on being the Ansel Adams of cruising photos, you don't need a camera with more than 3 million pixels. But if you do get one with 4 or 5 million pixels, don't use them or you'll plug up your memory card and computer for no good reason. Of course, the subject of the photo has to be relatively large in the viewfinder or all bets are off. To ensure that the subject fills the frame, get a camera with five to 10 times optical zoom — as opposed to bogus digital zoom.

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We're partial to the Fujifilm line of digital cameras because their colors are 'people pleasing', and the blues and greens are particularly vivid. P.S. Don't even think of trying to send photo files on SailMail, they are much too big.

Two other photos tips: Always use the fill-in flash when shooting faces, particularly on bright days. Second, take a few minutes to learn the basics of composition — i.e. the main subject should never be in the center of the photo. If you do, your photos will look like photos instead of snapshots. You'll be glad you made the effort.

Getting back to the Allens and **Lazy Bones**, they did last spring's Del Rey Race to Puerto Vallarta before continuing on to Panama, Ecuador, the Galapagos, and French Polynesia. It's our understanding they are still in French Polynesia, so apparently they have backed off from their original aggressive schedule which called for them to reach New Zealand by November. In any event, we sure hope they send us some new photos!

Finally found in our computer — the

long lost reply from Humberto Garza Ochoa, General Manager of the **Acapulco YC:**

"In the February edition *Changes in Latitudes*, Bill and Cynthia Noonan of the Half Moon Bay-based Island Packet 380 **Crème Brûlée** reported they weren't very happy with their experience of trying to get a slip at the Acapulco YC. Unfortunately, we weren't aware of their unhappiness at the time. We would like to apologize for their inconvenience. In the future, cruisers should contact us in advance by mail, letter, or phone for a reservation. Many cruisers inform us in advance of their arrival, and we're able to confirm a slip and services on that date. All cruisers are important



The managers of the Acapulco YC welcome all cruisers. But be aware that there is tremendous demand for their limited facilities.

to us and our members. I hope I have the opportunity to welcome all visitors coming to Acapulco."

In fairness to the Noonans, they reported they had tried to contact the Acapulco YC for two days in advance, and then again by VHF while anchored off the club. So we don't know what the story is. However, everyone needs to be aware that



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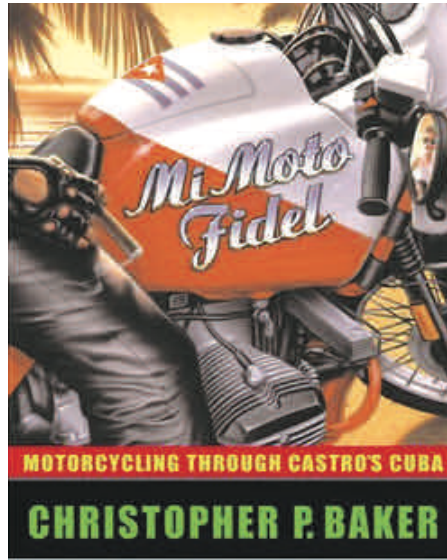


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the Acapulco YC — which is actually a private club as opposed to an American-style yacht club such as the Vallarta YC — is extremely busy in the winter and there are far more boats — many of them owned by prominent citizens and members — than there are slips. As such, in the times we've visited, we've always assumed that they wouldn't be able to accommodate us and have been very patient. In the end, it's always worked out for us. The management of the Acapulco YC — many of whom have been there for almost 40 years — are true gentlemen in the classic sense of the term. We've always liked the club and the city. We hope this puts things in perspective and that all visitors have a great time there.

Nobeltec Charts & Software has announced that it is getting ready to market electronic charts for the inshore waters of **Cuba**. In fact, the sample chart they show is of the lovely little harbor of Baracoa on the far east coast, which just happened to be where we made our Cuban landfall nearly 10 years ago. The irony is that Americans won't be able to make use of these charts because the Bush



'Mi Moto' may not be the greatest travel book ever written, and there's more than a whiff of sex tourism, but it's certainly worth reading.

Administration has made the 'workers paradise' off-limits to American mariners. This is just plain dumb, because a visit by Americans would make 99% of them more anti-tyrant and pro-capitalist than

they might now be.

A case in point is travel writer Christopher Baker, the author of **Mi Moto Fidel, Motorcycling Through Castro's Cuba**. When Baker arrived on the island with the help and encouragement of Castro brown-nosers Global Exchange, he was sympathetic to the Cuban model. After living under it for a few months, he was transformed. You would be to. So we say, tear down that legal barrier to visiting Cuba, President Bush, tear it down now!

No doubt realizing that Castro isn't going to be tugging at his beard all that much longer, some folks have cranked up the **Cuba Cruising Net** at www.cuba-cruising.net. There's not a whole lot on it yet, but Peter Swanson had an interesting report on the side effect the Bush crackdown has had on Canadian mariners:

"The Bush Administration's crackdown on cruising to Cuba has been far more successful than it deserves to be, thanks to the Administration's well-played bluff. To be sure, it has stopped the trickle of American boats that used to visit the

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island under a system of 'hint, wink and nod'. But now Canadian cruisers, as well as Europeans, have been skipping their usual stops in Cuba for fear of retribution if they should subsequently enter some United States port. They need not be so timid, however. Unbeknownst to the cruising community, United States law specifically exempts them from sanctions enacted in the Bush crackdown."

It's indeed amazing the affect the administration's actions have had on some people. Two *Latitude* readers tell us that they plan to cruise to the Baltic countries four years from now, and hope to visit Cuba on the way. But they asked us not to mention the Cuba part out of fear of retribution.

"While cleaning out my desk in anticipation of doing the Ha-Ha and continuing cruising in Mexico and points south, I found my old Professional Engineer embossing seal," writes Sam Crabtree of the Benicia-based Cal 39 **Catch The Wind**. "I was about to throw it out when I remembered that I once read in *Latitude* that having a seal on a document makes it

appear more official to some customs and immigration officials in Mexico. Would it be a good idea to take that embossing seal on the Baja Ha-Ha and beyond?"

Not anymore. In the late '70s and early '80s, clearing was often an adventure that seemed to drag for no apparent reason. We always carried a variety of rubber stamps — *First Class, For Deposit Only, Special Delivery, Past Due* — knowing that a lot of officials really did seem to get pleasure from banging them on documents. So if the clearing process bogged down, we'd find some pretext by which to bring the rubber stamps out into the open, and intimate that it would fine with us if the port captain did some heavy pounding. It didn't always work, but god's honest truth, sometimes it did. The cool thing was that each official



It's no longer the '80s, so we'd leave the rubber stamps at home. Besides, cruisers should rarely have to visit port captains anymore.

seemed to have his own unique style of stamping, sort of like cable car operators have with ringing their bells. Alas, officials are much more professional these days and usually bilingual to boot, so we'd leave the rubber stamps at home.

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tor Morales of Singlar gave a presentation at the Hidden Harbor YC meeting on October 7, and showed artist's renditions of the new building under construction next to the new Pemex station," reports Connie McWilliam Schultz of **Sunlover**. "They said the new building will house a convenience store, laundromat, showers, bathrooms, commercial space, an office for the marina manager, and a mariner's lounge. There will also be a 50-ton Travel-Lift and a dry storage yard. No completion date was given."

There is a new 'gateway' for **Globalstar Satphone** coverage in Florida which, according to the company, will provide coverage for all of the Caribbean. Unfortunately, we're not sure we believe them. When we took *Profligate* to the Caribbean and back for the winter of '03-'04, their system didn't come anywhere close to covering the areas they claimed. No matter what their coverage map claimed, the phone was useless from south of Acapulco to the Canal, and from there to the Eastern Caribbean. Coverage in the St. Martin area was poor — maybe one call in five went through and/or wasn't dropped. We

hope it's better now. According to Globalstar, their rates for all of the United States and the Caribbean islands are "down to 14 cents/minutes" — whatever that means. This is not the case in Mexico, however, where for some reason expensive roaming charges apply.

We own a Globalstar phone and have been pleased with the service where there is coverage — but just because they say they offer coverage doesn't mean your calls will go through.

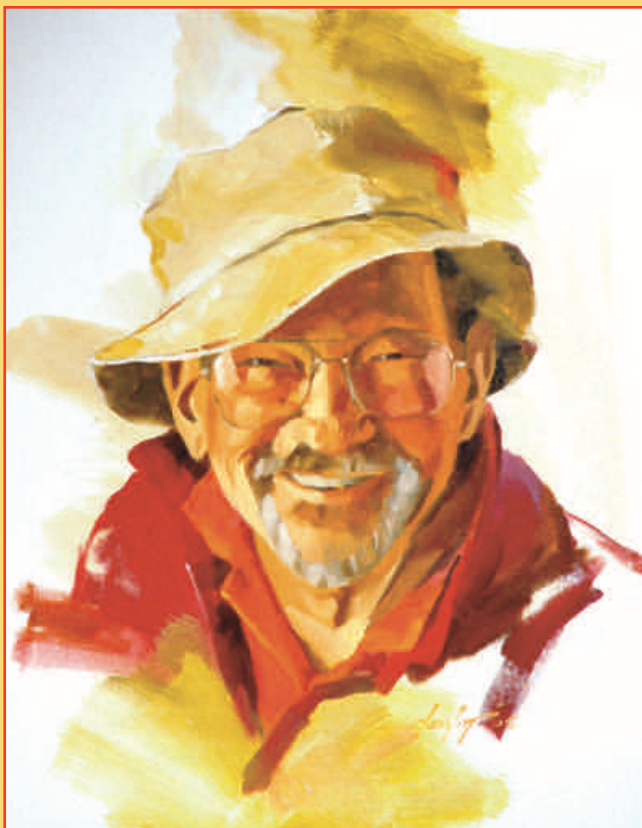
Thanksgiving and **Christmas** are always major events for cruisers in the larger ports and anchorages of Mexico, but here are some other important dates and events for cruisers in Mexico:

February 1-5, **Zihua Sail Fest**, Zihuatanejo. For five days, sailors and locals come together in one of the favorite cruiser towns in Mexico for a great cause — to raise money for the area's schools for indigenous children and for other community projects. Activities include a dressed ship boat parade around the bay with

local dignitaries, a pursuit sailboat race, a beach party, a chili cook-off and street fair, a wrap-up BBQ, and much more. This has been one of the most successful and fun cruiser events ever in Mexico, so try not to miss it. For details, visit www.zihuafest.com.

February 27 — **Pacific Puddle Jump Party** Kick-Off. Paradise Marina, the Vallarta YC, and Latitude 38 combine to host a final get-together for folks before they head out on that big jump across the Pacific. It also gives us at *Latitude* a chance to meet you so we can feature you in the magazine.

March 28 — **Pirates For Pupils Spinnaker Run for Charity**, Punta Mita, Banderas Bay. This spinnaker run is one of the most mellow in the world — 12 miles of flatwater, downwind sailing in bikini weather from Punta Mita to Paradise Marina. *Latitude* and others host the event to raise money for the schools at Punta Mita and for other educational projects in Banderas Bay. Sail your own boat or give a donation to sail with others. Make sure to release your inner pirate by coming in



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costume. Great people, great cause, great fun — but watch out for all the whales!

March 30-April 2 — The **14th Banderas Bay Regatta** is three days of "friendly racing for cruising boats" and four days of fun. The sailing conditions and facilities couldn't be better or more convenient. This is the perfect time and place to have friends fly down from the States to join you for the fun, and to see friends from earlier in the season who are about to head off in different directions. There is no entry fee, but there are big discounts on berthing, so you need to have your head examined if you miss this one.

The Banderas Bay Regatta is actually the culmination of a month of sailing activities in the bay called **Festivo Nautico**, which includes the end of the San Diego to P.V. Race, the Governor's Big Boat Parade, the Governor's Cup Race, the WesMex Optimist Dinghy Regatta with sailors from all over the west and Mexico, the MEXORC for serious racing boats, the 'Big Cat Dinghy Raft-Up' to set a world record, the Sailors' Jazz Fest,

Seminar Days, the St. Paddy's cruise to Punta Mita, the Pirates for Puplis Charity Run, and ending with the Banderas Bay Regatta. We can't imagine anyone wanting to participate in all the events, but there's surely something for everyone. We'll have more details in upcoming issues, but for now, visit www.banderasbayregatta.com.

April 6—10 — **Sea of Cortez Island Clean-Up**. This one isn't etched in stone yet, but our plan is to sweep through the cruising anchorages of the islands between La Paz and Loreto with *Profligate*, and clean up and take out as much cruiser trash as possible. Any boats want to join us for even part of the effort? Remember, just because you're doing something fun doesn't mean you can't have a blast.

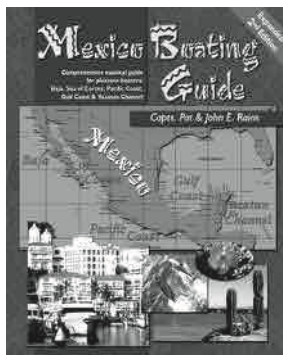
May 4-7 — **Loreto Fest**. This classic Baja event is actually held in nearby Puerto Escondido, and draws a very large number of participants. There are all kinds of cruiser-type events with an em-

phasis on cruiser-performed music. New this year will be the Candeleros Classic Race. Proceeds go to the local charities and really make a difference.

Say, whatever happened to the \$1,700 donated by last year's Ha-Ha fleet after the Turtle Bay Clinic saved **Wild Rose** crewmember Phil Hendrix's life? It's been donated to **Los Medicos Voladores** aka The Flying Doctors. This is a group of Northern California doctors, dentists, and other volunteers, who pay to fly to places such as Turtle Bay, Cedros Island, and Isla Natividad. We'll have more on them in a future issue.

We've mentioned it before, but it's worth repeating. Before heading to new cruising areas, we recommend that you preview them using **Google's** satellite photographs. Just go to 'Google', 'more', 'maps', and 'satellite'. From there you can roam the world in seconds, zooming in close. It's brilliant and free. Try it for places you'll be going to in Mexico, the Caribbean, or anywhere else. In some places the resolution is better than ever, but it can be very helpful.

Yahoo! **The cruising season is here!**



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WEST WIGHT POTTER 19, 1999. Easy singlehander, great Delta boat, sleeps 2+. Cruising interior, new 4 hp 4-stroke outboard, solar panel, roller furling, one owner. Docked near Isleton, CA. \$6,500/obo. (916) 777-5510, ask for Jay.

CATALINA 22, 1981. Swing keel, pop-top includes windshield. 6 hp Yachtwin, several sails, depthfinder, Porta-Potti. Boat clean inside and out, includes 1984 trailer, swim ladder, bow and stern pulpit, lifelines, compass, extras. \$3,950/obo. (916) 788-0997.



24-FT WAVELENGTH by W.D. Schock, 1985. PHRF *Rocket Ship*. Turnkey operation. Bottom faired to perfection. New sails, rod rigging, new sheets, new Tuff Luff headfoil. 4-stroke 2 hp longshaft engine. Wireless Tacktick compass. Trail-Right trailer. Only dry-sailed. \$10,000. Jon (818) 400-3303 or (818) 206-8261.

MacGREGOR 22, 1980. Pop-top, dinette, sleeps 4, 3 sails just back from the loft, new rudder and tiller, folding keel, fiberglass nice gel coat. Berkeley berth. 5 hp Nissan outboard, new condition. Folding keel. Asking \$2,950. Call (510) 689-3432 or yout1234@yahoo.com.



MERIT 22, 1984. Excellent condition. Retractable keel. Trailer. 7 hp Honda 4-stroke. Berthed at Berkeley Marina. New bottom paint, 2 mains, 4 jibs, 1 spinnaker, pop-top. \$4,950. (925) 577-3909 or (925) 371-0639 (eves).

25 TO 28 FEET

MacGREGOR M-25, 1981. Located in Monterey, slip H-3. Includes trailer. Swing keel, pop-top with cover. Great weekend getaway. \$10,000. Ask for Laurie at work: (408) 588-0200, ext. 234 or home: (831) 724-2399.

26-FT INTERNATIONAL FOLKBOAT, 1972. FG. Original owner. Great, safe SF Bay boat with recent Doyle #1, 3, and main sails. Spin, 6 hp Johnson outboard on bracket, dodger. Coyote Point berth. \$6,500. Call Luther (650) 343-7247 or email: izm5@comcast.net.

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CAL 25, 1975. Great singlehander, in great condition. 1998 8 hp 4-stroke Evinrude with electric start and remote gear/throttle control. Furling jib, Walker Bay 8' dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. \$6,000. Call (415) 508-0827 or wildduck1975@yahoo.com.

NOR'SEA 27. Center cockpit, new Yanmar 18 hp, 30 hours. 2 mains, 3 jibs, 1 genaker, propane stove, enclosed head. Dometic refer uses propane, 110v or 12v. Manual windlass, Monitor vane, autopilot, ICOM VHF, Garmin depth, Interphase GPS. Located SW Florida. Trailer available separately. \$37,500. (941) 228-3284 or email: hnhnh@comcast.net.



CAL 2-27. Clean, ready to sail. Full battened shore main and 120% jib on Harken furler. Harken #32 jib winches. Atomic 4, replaced standing rigging, 2 batteries, 2 anchors, mid-boom traveler. Sleeps 4, dinner for 4. Teak interior. Located Alameda. \$7,485. (510) 523-2191.

ERICSON 25, 1973. Keel/centerboard model. Excellent condition with two-axle trailer, 9.9 hp electric start outboard, stove, VHF, depthsounder, stereo, enclosed head with holding tank, sail covers, 5'8" headroom. \$5,200. Call (707) 265-8415 or rdormann@vom.com.

SAN JUAN 28.8, 1978. Beamy, fast, engineered for racing, with room and storage for the cruiser. Yanmar diesel, under 400 hours. Folding prop, good sail inventory, spinnakers plus pole. Boat is well maintained, hauled, fresh bottom Oct. 2005. Turnkey. \$8,600. (805) 712-5596.

CATALINA 27, 1977. Dinette version with Petter 16 hp diesel. This boat has many upgrades and extras. Can be cruised or raced. Call (707) 528-9520 or email: nemphi@aol.com.



RANGER 26, 1973. Designed for SF Bay, very good condition. 10 hp Evinrude ob, w/p and thermostat serviced, new bottom paint 6/05, forestay, halyards. Sleeps 5, lots of extras. It's ready for you to enjoy. \$5,400/obo. Call (650) 866-3491.

MERIT 25, 1985 on trailer. Full set of sails. Needs bottom work. \$5,200. (530) 941-3385 or (530) 246-2762 or renzellpup@yahoo.com.

BALBOA 27, 1979. Tandem trailer, anchors with locker, Yanmar diesel, 110v shore power, large salon, 6' headroom, pressurized water, stereo, VHF, depth. Shoal keel with 200# centerboard, full sails. Fatty Knees dinghy with sail. Excellent condition. \$14,000/obo. Call (530) 839-2534.

ALERION EXPRESS #170. Extremely well equipped and upgraded, list too long to print. New bottom paint and class sails. Ready for the funnest one design racing on the Bay. Professionally maintained. Excellent condition inside and out. \$85,000. Email: chris.noe@macquarie.com.

MacGREGOR 26M, 2004. Excellent condition. Very low hours. Trailer with spare, Johnson 50 hp 4-stroke. Main with cover, jib, genoa on furler with UV cover. Cockpit cushions, 18" wheel, bimini, stern pulpit seats, two tanks, enclosed head, seatback cushions, table, jiffy topping lift. Two batteries, blue hull. Coast Guard Safety equipment. Mast-raising system. Beautiful boat. Must sell. \$26,000/obo. No reasonable offer refused. JW (916) 721-7576 or (916) 869-2754.

SANTA CRUZ 27 in the water with Brickyard Cove slip. New bottom in 2004. Good condition Mylar/Kevlar main, #4, #3, #2, and a windseeker. Practice sails as well. Two spinnakers, Ballenger mast, new boom. All hi-tech running rigging and sheets. Dependable Yamaha outboard. Includes trailer. It's a nice, fast boat and I need to sell it. \$5,000/obo. (707) 477-2295 or Tony@Lagunitas.com.



CAPE DORY 28, 1981. Beautiful Alberg design, built in US of highest quality. Sail the Bay or offshore in style and comfort aboard this ocean-proven passagemaker. She's very well maintained and ready for your cruising fun. Extensive equipment list includes reliable Volvo diesel, Monitor self-steering, Raymarine autopilot, new Profurl headsail and EPIRB satellite rescue beacon. A change of plans forces sale. Asking \$33,500. Alameda slip available. (831) 438-2190 or august@baymoon.com.

CAL 25 Mk II, 1979. Sea Hunt. Excellent condition, good mainsail, 110% 90% jibs. Needs diesel. Moving. Must sacrifice. \$4,500/obo. (916) 203-0090 or bigdave@surewest.net.

WESTSAIL 28, HULL #33, 1978. Original tanbark main, working jib, yankee jib, staysail on self-tending boom, storm jib, storm tri, and drifter, all in great condition. New standing and running rigging. All lines led aft. Recent epoxy bottom. All cruising gear including Raytheon depth and ST 4000 GP autohelm. Universal M-25 with low hours. Rewired in '04 with engine and house panels, new coax, radio, 3-phase charger and new batteries. New interior cushions. Light and heavy ground tackle. Mexico vet in '05, but baby son forces sale. She has lots of storage and sails well loaded. Perfect pocket cruiser for single or double handing. \$35,000. (415) 332-3978.

CHEOY LEE OFFSHORE 27. Ready to sail. Classic lines, solid FG hull, teak inside and out, 1 main, 2 jibs, spinnaker, autopilot, full cover, Volvo diesel. Recent haulout and mast refinish. See more at <www.zen-in.com/Fairwind> \$12,500/obo. (650) 529-1970 or author@zen-in.com.



MacGREGOR 26M. Two years old, trailer with disc brakes, 2 anchors, 2 batteries. VHF, GPS color chartplotter with depth, mast raising system, stern rail seats, Marine head with pump out option, AM/FM/CD, stove, \$6,617 extras. \$25,400. (707) 812-4003.

CATALINA 25, 1984. Standard rig, fixed keel. New standing rigging 2005. New bottom paint 2004. 6 hp Nissan serviced 2005. Mainsail and 2 jibs. Other improvements. Great Bay boat. Clean, dry, ready to sail. Not a project boat. Berkeley. \$8,000. Bill (925) 487-3846.

RANGER 26. Very clean. No leaks or smells. New: Traveler, battery, much new running rigging, new deck layout and more. 3 headsails, main, spinnaker. Reliable 8 hp outboard. Solid, safe SF Bay racer/cruiser. \$3,500. (408) 386-3355.

YAMAHA 26-C, 1984. Racing/cruising. Rare model. Sexy modern lines. High quality, amazing interior. Overall condition very good to excellent. Brand new Yanmar 10GM diesel (paid \$6,500). Bottom paint 2005. \$10,500. Needs nothing. (510) 499-9211.

MacGREGOR M26 CUSTOM, 1991 with 1990 MacGregor trailer, Johnson outboard and 2 sets of sails. \$6,000/obo. (530) 275-1013.



DANISH SPIDSGATTER 25, 1939. Rebuilt mast, new standing rigging, 3,000# iron keel, keel bolts have been replaced. Rudder 10 years old, copper and iron fastened to oak frames, new bronze stem fitting. Lucky boat, Sausalito berthed. \$4,500. (415) 847-3718.



MARIEHOLM 26 INTERNATIONAL Folkboat. New rig and sails plan by Tom Wylie. Headsails: #1, 2, 3 and 4. Hull/interior professionally strengthened and re-fitted. Setup suitable for trans-oceanic cruising. Barrier coated and anti-fouled October 2005. Surveyed at 28k, selling for \$14,000. Howard (650) 740-6687.

ISLANDER 28, 1977. Atomic 4, tiller. Good condition. Lots of upgrades. \$10,500/obo. (510) 865-6872. See at: <http://home.comcast.net/~rleber/wsb/html/view.cgi-home.html-.html>

PEARSON 28-2. Excellent condition Yanmar diesel, 570 hours. Professionally tuned and bottom painted 2004. Dodger, full batten main, 3 headsails, BBQ, microwave, shower, new head, teak/holly sole, great interior. \$22,500. Richmond. (707) 528-2458 or email: jastocks@sonic.net.

CATALINA 27, LAUNCHED 1980. Inboard engine, dinette interior layout. This active, able and well-sailed vessel has new North mainsail, LeFeil mast and boom, standing and running rigging installed by KKMI boatyard in 2004. Mechanical and electrical systems in perfect order. Very clean, maintained and polished. Owner is relocating and upwind Berkeley Marina berth is transferrable to buyer. Essential gear and accessories included. \$12,250. (510) 531-1930.

MOONSHINE, DP-26 CATAGORY 2 ocean racer. Three times Pacific Cup. Completely refit and repainted 2002. Large sail inventory. Gear inventory too long to list. Boat is solid and ready for long distance doublehanded racing. (510) 233-1616.

CHEOY LEE FRISCO FLYER 26, #1150. Fiberglass hull, teak cabin, teak decks, self-tending jib, canvas cover. New Honda 5 hp, VHF, stereo, Fortman slip. Classy, fun boat. Move forces sale. \$5,000/obo. Call (916) 278-5706 or (916) 736-2505 or bikleb@csus.edu.

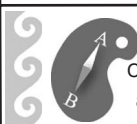
26-FT INTERNATIONAL FOLKBOAT. New paint, new rigging. Just hauled out. Main, 3 jibs, 1 spinnaker. New bracket and outboard. \$3,300 or any reasonable offer. (415) 342-4290.



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CATALINA 27, 1972. Good condition. Clean inside and out. 2 mains, 3 jibs, good outboard. Ready to go. Sailed from Emeryville to the Rio Vista Sea Scout base in late July. A bargain at \$4,500. (916) 371-8185 or (916) 715-0563.

29 TO 31 FEET

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Hoyle spinnaker sprit, lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$38,000/obo. Please call (510) 632-2370.

C&C 29.5, 1974. Turnkey, Atomic 4, excellent condition. Full head, sleeps 5, depthfinder, fishfinder, autopilot, down haul, tabernacled mast. Extra sails, spinnaker and storm jibs. Refrigeration, alcohol stove. Berthed South SF. \$7,500. Chris (530) 666-1502.

BUCCANEER 29.5 (BAYLINER), 1979. Sleek, fast, roomy, clean, solid sailing vessel. Sleeps 7. Volvo MD7A diesel, full complement of sails, auto-PFDs, GPS, nav station, head, plus many extras. Berthed at Alameda Marina. Price reduced to \$9,500. Call (559) 565-3115 or email: eric_inman@excite.com.

SANTANA 30-30. Great racing and cruising boat. Lots of good Pentax headsails and a couple Dacron daysailing sails. Two spinnakers, one hardly used Air-X. Autopilot, basic electronics. Volvo diesel, very reliable. Website: <<http://www.california.com/~ahebert/gabrieli/wisdom/wisdom.html>> \$19,500. (650) 299-1850 or email: alanhsails@yahoo.com.



ISLANDER 30 Mk II, 1973. *Seawind*. Propane stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barient winches, autopilot, 2 batteries, lots of extras. Stockton Sailing Club. \$14,000. (209) 951-6411, x11 or (209) 518-7480 (cell).

CAL 29, 1971. At Sierra Point Marina in Brisbane. Very good shape. Clean and ready to go. Roller furling jib, double-reef main, lines aft, bow and stern anchors, rode. Bottom job 2 years ago, epoxied prior to that. Near-new 29 hp Perkins diesel, power to spare. 2 new batteries and charger. New bilge pump. Propane 2-burner stove, sink, ice box, marine head. Tiller with autopilot. Depthsounder. Great sailing boat, First \$9,500 takes her. (650) 759-1300.

COLUMBIA 30 SLOOP, 1972. Good condition. Many serviceable sails. Atomic 4 engine in very good condition. Two #40 self-tailing winches. GPS, depthfinder. Bottom needs paint. Can be seen at Vallejo Yacht Club most days. \$14,000/obo. (707) 649-0465 or lreiss2@comcast.net.

KIRBY 30, 1980. Yanmar diesel, new interior cushions, autopilot, knotmeter, depthsounder, self-tailing winches and self-tending jib. Full sails. Fun boat, PHRF-120. Stockton SSC, Slip C-7. \$10,500. Ernie Schimpf (209) 931-5457 or busterboat@comcast.net.

CAL 2-29, 1973. Atomic 4, wheel steering, new main and new gennaker, all sails great shape. Roller furling, gas stove, LectraSan. Great Delta boat, freshwater berthed in Stockton. \$11,000. Call (209) 483-7775.



HERRESHOFF 30 KETCH, 1967. Beautiful, traditional sailing vessel in great condition. Galley, enclosed head, depthfinder, compass, autopilot. Volvo MD11d diesel engine, 25 horsepower, freshwater cooled. Large cockpit with 6 seats. Double planked over oak frames. San Diego. \$19,900. (619) 840-5585.

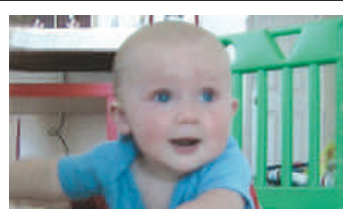
CATALINA 30, 1990. Wheel, Universal diesel, Raymarine depth, speed, wind and autopilot. Like-new main and genoa plus lots and lots of extras. Excellent condition, totally ready to sail. \$39,900. For more info call: (408) 254-3618 or email: dejuna@pacbell.net.

ROSAN 30, S/V CLARIBEL. Perkins diesel, 100 hours on overhaul. Sails, not rigged but could be ready, glass hull. Berthed Mason's Marina, Bodega Bay. \$8,000/obo. Call (707) 331-5261 or email: brucewyatt@hotmail.com.

30-FT CENTER COCKPIT S2-9.2C, 1978. Excellent liveaboard or family weekender. Ready to sail. Yanmar diesel, wheel steering, North mainsail, lazyjacks, gennaker, furler, dodger, Autohelm, 6' interior headroom, teak interior, holding tank, alcohol stove. See: <www.bucketdrop.com> \$26,000. David (415) 572-6506 or day_500@hotmail.com.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Must, must sell. Will take best offer. Please leave voicemail: (510) 870-8654 or wkcho@ix.netcom.com.

BODEGA 30. Ocean veteran, roller furling, Aries vane, tillerpilot, solar panel, GPS, Loran, radio, compasses, three-burner propane stove with oven, ninety gallons water, 9.9 electric start Evinrude Yacht Twin power, 55 South Pacific charts. \$12,500. (530) 343-9391.



J/30, SLIM. 1979 MODEL. All race, cruise, safety equipment. Race winner: 2003 Season Champion OYRA (both halves), Vallejo (both ways), Farallones, 3 Bridge, beer cans, etc. Cruising winner: Stockton, Delta, Angel Island, Drakes Bay, Napa, etc. Must sell. Trophy room is full. New baby can't sail. <<http://www.jboats.com/j30/j30intro.htm>> Epoxy bottom 1999, no blisters ever, new boom, windows, head. New bottom paint, stuffing box in 2005. 12 bags tired but winning sails. Training/delivery/financing possible. Asking \$23,500/obo. Call (510) 551-5779 or email: lorenmolner@pacbell.net.

OLSON 30, HULL #198. *Warpath*. Very nice boat, ready to race or daysail, double-axle trailer, 5 hp outboard motor. Dry sailed. Good sail inventory. Lying Santa Cruz. Relocation forces sale. \$15,500/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

CAL 29, 1974. Recent North full batten main/135 jib on roller, spinnakers, spare sails, tillerpilot. Strong Atomic 4, folding prop, fresh bottom. Great handling, safe Bay boat, genuine reason for sale. \$12,000. (925) 984-3142.

NEWPORT 30 Mk II, 1972. Fully battened double-reefed main, roller furling jib, VHF, compass, anchor and rode. Sleeps 7. Atomic 4 won't start. Slip in Richmond. \$8,300. (530) 241-5622. Ask for Jack.

CATALINA 30, 1985. Diesel, 650 hours. Dinette table. Harken furler, dodger, new standing rigging. Built-in refrigerator, CNG stove/oven, lazyjacks, AH4000, knot/depth meter, VHF radio, battery charger, dripless shaft, shower sump pump. Engine just serviced. Excellent condition. Transferable Moss Landing slip. \$29,500. (831) 753-2001 or Skipper030@aol.com.

ERICSON 30+, 1982. REDUCED PRICE: \$10,000/obo. Inboard Universal diesel, wheel steering, head, alcohol stove with oven, sleeps six. Berthed at Port of Redwood City. Please call evenings/weekends (650) 367-8184.



CATALINA 30, 1980 with wheel. New GPS/depth/knot, standing rigging, roller furling, 130 jib, Garhauer traveler, battery charger, interior cushions and upholstery, microwave, refrigerator, hinged teak hatch doors, C-Cushions and swim ladder. \$15,900. (530) 470-0511.

32 TO 35 FEET

STOREBRO ROYAL 33, 1983. \$60,000. Sail the South Pacific without the long ocean crossing. Proven cruiser now in Australia. Fully cruising equipped. Well built, reliable, comfortable sailboat. For details call Tim Vore (509) 220-5052 or email: tim.vore@avistacorp.com.

SANTANA 35, 1979. Great PHRF racer, new Quantum Kevlar main and #2,.75 spin, 1.5 spin, carbon pole, 4 other sails. Lots of new Lewmar deck hardware, new prop, bottom paint. \$29,000. Located in OR. Jim (541) 490-0803.

1D35. INCREDIBLY FAST and easy to sail. Great for one design or PHRF. Excellent condition, carbon rig, lots of sails, Yanmar diesel. Ready to race. New bottom, full cover. Marina del Rey. Reduced to \$74,000. Must sell soon. (310) 822-5205.

PEARSON 35, 1969, HULL #108. Beautiful solid fiberglass cruiser. Classic lines with full keel and centerboard. Perfect for Bay, Delta and beyond. Well maintained with new Yanmar. Many upgrades and extras. See: <www.pearson35.com> for info. \$30,000/obo. Call Mike (831) 247-4539.

CATALINA 34, 1987. Clean, well maintained coastal cruiser. Bimini, dodger, Harken roller furling, Heart 2000 inverter charger, new alternator, large battery bank. Custom mattress, refrigeration, dinghy and outboard. Reliable diesel, 1,120 hours. Alameda location. \$55,000. Call Larry Calfee (707) 447-8663 or lwcalfee@aol.com.



BENETEAU 331, 2001. *Marchan* has been a very popular boat within OCSC fleet, and professionally maintained by OCSC staff. In-mast furling main, furling genoa, Yanmar 27 hp, Raytheon ST60 Tridata, GPS, Horizons VHF, fridge, propane stoves, microwave, hot shower both in cockpit and at transom, JVC stereo, etc. Beautiful. \$75,000. (650) 793-3803 or emorita@verizon.net.



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ISLANDER 32 SLOOP, 1978. Diesel, Profurl 140% genoa, windlass, Horizon digital speed log and depthsounder. Garmin GPS, VHF, Raytheon Autohelm, EPIRB, C.A.R.D. radar detector, 5 new batteries, battery charger. 2 solar panels, 750 inverter, gimballed oven/stove, fridge/freezer, dinghy and Honda. Extensive parts inventory. Outstanding condition inside and out. Cruise ready. Moored in Pto. Escondido, BCS, Mexico. \$23,500. Email: joancraig_393@hotmail.com or VHF Ch.16 Steppenwolf, Pto. Escondido.



CATALINA 34, 1986. Great condition, new bottom paint Nov., 2004. Head furler, tabernacle mast for low bridges. \$49,500. Call (714) 840-6920 or email: jgh10@aol.com.

HANS CHRISTIAN 34, 1977. Full keel, cutter rig, new 42 hp Vetus diesel. 3 year old main, new dodger and enclosure. ICOM 710 SSB, VHF, Furuno 24-mile radar, new Rutland 913 wind generator, 6 man liferaft, water heater, LectraSan, new Maxwell windlass, GPS, 80 gal water, 70 gal fuel, dual Racor fuel filters. Perfect bluewater cruiser. \$90,000. Must see. Located Astoria, OR. (503) 325-9141.



CONTESSA 35, 1976. Great shape, very capable fast boat. USCG documented, recent mast and standing rigging, many extras. If you are dreaming of going far away, this is your boat. \$36,000/obo. For sale by owner. Michael (408) 202-2433 or email: shinskym@mail.com.

ALDEN 34 SLOOP. Perkins diesel engine, runs but needs work. Good sails, sleeps 4, private head, shower, galley. Could be a nice liveaboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.

WESTSAIL 32, 1977. Perkins 50 hp, Harken roller furl, CQR/Bruce anchors, windlass, Aries vane, coldplate refrigerator, air conditioned, Garmin 220 GPS, dodger, teak and white bulkhead interior, large ports. Completely renovated 2003, exceptional condition. \$58,000. Ft. Lauderdale. (954) 560-3919 or email: tjsoutherland@gmail.com.

FANTASIA 35 Mk II. Well equipped, cruise ready. Illness forces quick sale \$62,000. Center cockpit. Workshop. Attractive interior, bronze ports, Furuno radar, CARD, Sailomat and CPT autopilots, GPS plotter, ICOM 700PRO, RAM VHF, PUR35 watermaker, stereo, freezer/fridge, cockpit cushions, Shadetree awning, Profurl, many sails, spares, Yanmar diesel, solar panels, HD davits, fireplace, Avon 4P liferaft, Muir windlass, three anchors, Avon 280HT with wheels, 3.5 hp ob, new sailcover, dodger, much more. Alameda berth. Comfortable cruiser/liveaboard. seadon@sales.northsails.com or (415) 776-4720.

INTERNATIONAL ONE DESIGN (IOD). WBRA or design fleet racing. Built 1975 in fiberglass. Rerigged last 18 months. We are soliciting offers to purchase. No sale until your offer accepted. Call Dennis (415) 435-0175.



HOBIE 33 TURBO SLED with many upgrades. Boat has been prepared to do PacCup double-handed. Light and clean. See: <www.enzohobie.blogspot.com> \$29,000/obo. (510) 593-3286.

CHRIS CRAFT CHEROKEE 32. Traditional Sparkman & Stephens beauty. Carl Schumacher-designed rudder. Many upgrades. Custom teak interior. Custom stainless pulpits. Universal diesel. Long list of extra gear. Needs cosmetics. \$15,000/firm. Call (707) 334-8595 for pictures and gear list.



ERICSON 32 SLOOP, 1977. Rainbow colored genoa, roller reef, Dutchman lazyjack for mainsail. Yanmar 2GM20 diesel engine, 18 hp. Needs some TLC. Priced to sell. \$18,500/obo. Berthed in Alameda, CA. Call Jeff (510) 881-5672 or Fred (510) 655-9877.

CAL 34. New main. Profurl, Harken self-tailing winches, spin gear, mid-boom traveler. New propane stove, good running rebuilt Atomic 4. Clean, roomy interior, new batteries, new bottom paint. Nice liveaboard/cruiser/club racer. Good value at \$18,000. (415) 302-9907.

PEARSON VANGUARD 32.5. Tiller steered. Yanmar 3GMF diesel engine. Aries windvane, Autohelm 2000 autopilot, roller furling, Furuno GP50 GPS. Hauled July 2005, new anti-fouling paint. All lines led to cockpit. Presently in Vava'u, Tonga, South Pacific. \$19,900. (925) 829-5256 or JJAntares@aol.com.



HANS CHRISTIAN 33, 1984. S/V Carolina. Excellent condition, many upgrades and extras. \$114,000. See website for details: <www.McSpencer.net> Call (415) 531-8271.

HALLBERG-RASSY RASMUS 35, 1973. Hard dodger, center cockpit, radar, autopilot, Harken roller furling, 75 hp Volvo Penta, 4'10" draft. Force 10 stove, refrigerator/freezer. Mexico veteran. \$49,000. (925) 432-0390 or vmhuffer@juno.com.



NEWPORT 33, GARY MULL DESIGN. Just hauled, bottom paint, all new running rigging. New wiring for lights and VHF antenna on mast. Call for all details. Will consider all reasonable offers. (925) 765-1033.

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36 TO 39 FEET

ISLANDER 36, 1977. 3 cyl Yanmar. Recent major refit. new stuff too much to list. Clean, Fast, cozy. \$54,000. Call (415) 459-8659.

ISLANDER 36, 1980. Never raced. Set up for cruising, including 6-man liferaft, hard bottom Zodiac and 10 hp 4-cycle Honda engine. many extras. Excellent condition. Must see. \$55,000. (510) 881-7743.

CATALINA 36, 1987. 25XP Universal diesel. Newly finished wood in and out, functional instruments, autopilot, refrigeration, excellent sail condition, furling headsail. In wonderful condition. A must see. Bought new house so must sell. Worth much more. \$45,000. Tony (650) 823-0552.

ISLANDER 36 FREEPORT, 1981, B Plan. Pathfinder diesel, electric windlass. Excellent condition. Great for cruising or liveaboard. \$63,000. (925) 825-2026 or jacksandy@astound.net.

CATALINA 380, 2000. Deep fin keel, tall rig, 42 hp Yanmar diesel with 360 hours. Very well maintained, many accessories, original owner. Located in Alameda. \$152,900/obo. Call (530) 674-5887 or email: rjstil@comcast.net.

DOWNEAST 38, 1976. Epoxy bottom, Farymann diesel, full keel, needs TLC. Located Ventura, CA. \$25,500/firm. (805) 676-1092 or (661) 245-2814.

1980 UNION. This boat is cruise equipped. Located at San Carlos Marina, Mexico. Use it as a condo that can be moved about anywhere in Mexico or the world. Health problems are the reason for sale. Must sell. Asking \$64,000/obo. Sailingman 68@yahoo.com.



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PEARSON 36S, 1976. Incredible cruising value. Radar arch, oversized self-tailing winches, lines run aft, rewired with new panels. Far too much to continue here. See: <www.home.comcast.net/~phlyphish/pearson36s.html> for more. Priced to sell at \$42,000. (510) 506-1991.



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40 TO 50 FEET

HALLBERG-RASSY 42 KETCH, 1982. Lying in Florida. 53 hp Volvo, very well equipped for bluewater sailing with updated electronics, autopilot, GPS. Rebuilt motor and transmission, 7' draft, new sails. \$130,000. Call (401) 261-3714.



JEANNEAU 41 SUN LEGEND, 1986. Bristol condition and cruise ready in Ixtapa Marina, Mexico. Sturdy fiberglass hull 25% Kevlar. Cockpit deck overlaid with teak. Fin keel. Rebuilt Perkins 4-108 diesel engine. Rebuilt electric Monica Marine windlass. 44-lb. Bruce anchor. Two staterooms, two heads, one shower. Teak interior. Force 10 two-burner stove with oven. Grunert refrigerator-freezer. 103-gal freshwater tanks (3). 40-gal fuel tank. Heart Interface inverter/battery charger. Large, seated nav station. ICOM M600 SSB radio. Shakespeare VHF. Magellan GPS. Furuno 16-mile radar. Autohelm ST1400. Sugar-scoop stern swim platform. New canvas dodger and bimini. Sails: Main, 130 and 90% roller-furling jibs, new asymmetrical spinnaker, storm jib. 6-man offshore liferaft. Many extras. \$95,000. Email: blackpaw1@earthlink.net or snowgoose@pocketmail.com or call (970) 349-2126.

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PASSPORT 42, 1985. Refer/freezer, watermaker, radar, GPS, chartplotter, autopilot, SSB, EPIRB, liferaft, inflatable, solar panels, updated instruments and stove. 6 sails including near-new genaker. Good fuel/water capacities. Cruise ready and loaded. Located Mazatlan, Mexico. \$189,000. (541) 514-3810 or sidetrack1985@hotmail.com.



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C&C 44, 1987. Complete upgrade in 2005, all new electronics, set up for extended cruising including self-steering, wind generator, raft and outboard, SSB, new rigging, plus lots more. \$99,000. Call (925) 377-5737 or email: svdestiny@yahoo.com. Located Charleston. Priced \$30,000 below market for quick sale.



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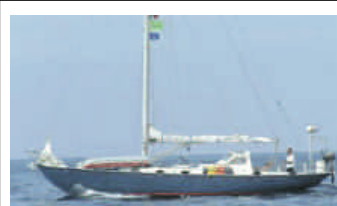
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GARDEN MARINER 40 KETCH, 1971. 3 time Hawaii vet. Rowing dinghy, full sail inventory. Great liveaboard. Located San Rafael. \$30,000. (650) 329-1211.

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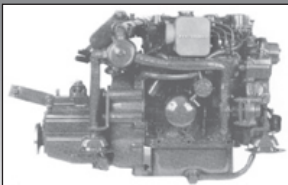
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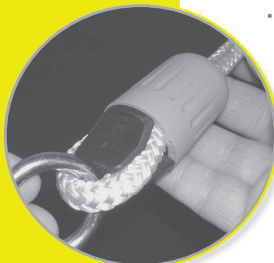
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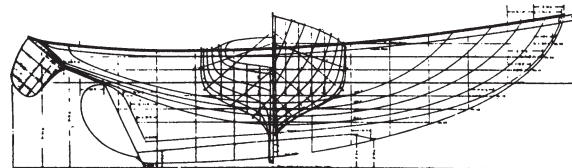
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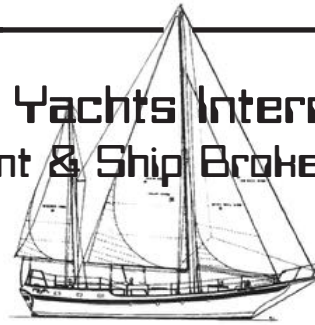
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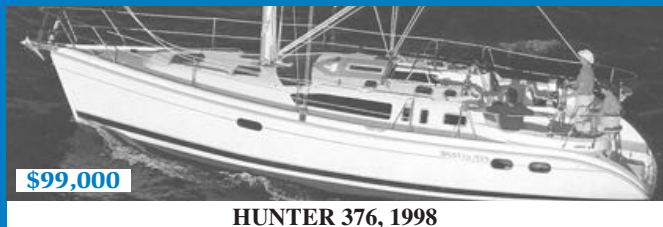
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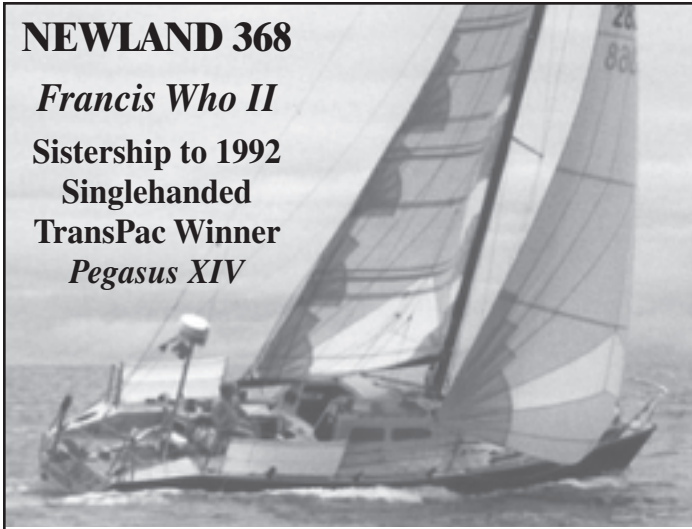


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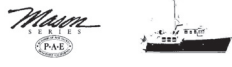
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50' MORGAN/CATALINA, 1990
 Yanmar diesel. Three staterooms, new Profurl, inverter, walk-through transom, dodger, refrigeration. Asking **\$115,000**



43' SPINDRIFT PILOTHOUSE, 1983
 Ford Lehman, 80 hp diesel, radar, solar panels, dual steering, equipped for family cruising. Owner moved out of state. All offers encouraged.



HUNTER 376, 1997
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69' CUSTOM PILOTHOUSE SLOOP, 1999

Custom built by Philbrook, designed by Perry. Fiberglass construction, three staterooms with ensuite heads, three steering stations, carbon fiber spar, 250hp MAN diesel. Excellent condition. Located at Vancouver Island. Ask for TOM CORKETT.



48' BENEteau, 2003

A rare opportunity. Bruce Farr design, equipped for both cruising and racing. Yanmar diesel, retractable bow thruster, UK sails, carbon fiber spinnaker pole. Located at Marina del Rey. Ask for TODD RIT-TENHOUSE.



48' ISLANDER, 1985

Solid fiberglass construction. Aft cockpit, two staterooms each with adjoining head and shower. 14' beam, settee and U-shaped dinette. 85hp diesel, stainless davits, roller furling, self-tailing Barent winches, autopilot. Located in Newport Beach. Ask for TOM CORKETT.



44' HYLAS CUTTER, 1989

62hp Yanmar diesel new in 1996. New Raritan electric heads (2004). Reverse cycle air conditioning, generator, inverter, watermaker, Zodiac with Yamaha 4-stroke on davits (2000), new sails (2003). Located in Newport Beach. Ask for DENNIS MORAN.



44' MASON CUTTER, 1989

Pristine, two stateroom, one head layout. Double berths in both staterooms, head with stall shower. Technautics refrigerator, Northern Lights generator, inverter, North sails, Navgraphics. Located in Newport Beach. Ask for BILL PALMER.



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HUNTER 380, 2002

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43' HANS CHRISTIAN, 1987
Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in 1998 for an extended cruise that was never taken. **\$185,000**



NEW LISTING

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40' JEANNEAU SUN ODYSSEY, 1999 Vessel combines a sleek Euro-style exterior with twin wheels for comfort and accessibility with a well-fit-out interior combining fine teak woodwork and satin varnish with a full 6'3" headroom for beauty and functionality. Note that this particular example is one of the few 40' boats w/3 strms. **\$169,000**



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38' SABRE MkII, 1990
This East Coast gem is nice both above and below, is well equipped and the only Sabre 38 available on West Coast at present, very competitively priced and lying in a transferable Sausalito Yacht Harbor slip. **\$154,000**



See at:
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33' HANS CHRISTIAN HANSA CUTTER, 1983 Very capable off-shore boat w/full keel, high ballast-to-weight ratio, deep cockpit & oversized rudder placed far aft; safe/sea kindly under power/sail. Lovely solid teak inter. built to H.C.'s exacting standards. More than \$50k spent on her past several years. **\$124,000**



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40' VALIANT CUTTER, 1975 Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! SIGNIFICANT PRICE REDUCTION. VERY COMPETITIVELY PRICED **\$99,500**



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38' WAUQUIEZ HOOD, 1982 Exceptional performance cruiser, the French equivalent of a Swan. This one is bristol – the interior shows as new. Beautiful teak decks in fine shape. The retractable centerboard allows access to areas inaccessible to most sailboats this size. Transferable Sausalito Yacht Harbor slip. **\$95,000**



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42' CHRIS CRAFT COMANCHE, 1969 This lovely fiberglass classic, designed by Sparkman & Stephens and built in the U.S. during Chris Craft's heyday, is in outstanding shape and, with almost \$45,000 in improvements over the last 3 years, shows much newer than her age. Transferable Sausalito Yacht Harbor slip. **\$68,000**



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33' WAUQUIEZ GLADIATEUR, 1984 Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. **\$64,900**



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34' CATALINA, 1987 The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. **\$54,500**



NEW LISTING

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