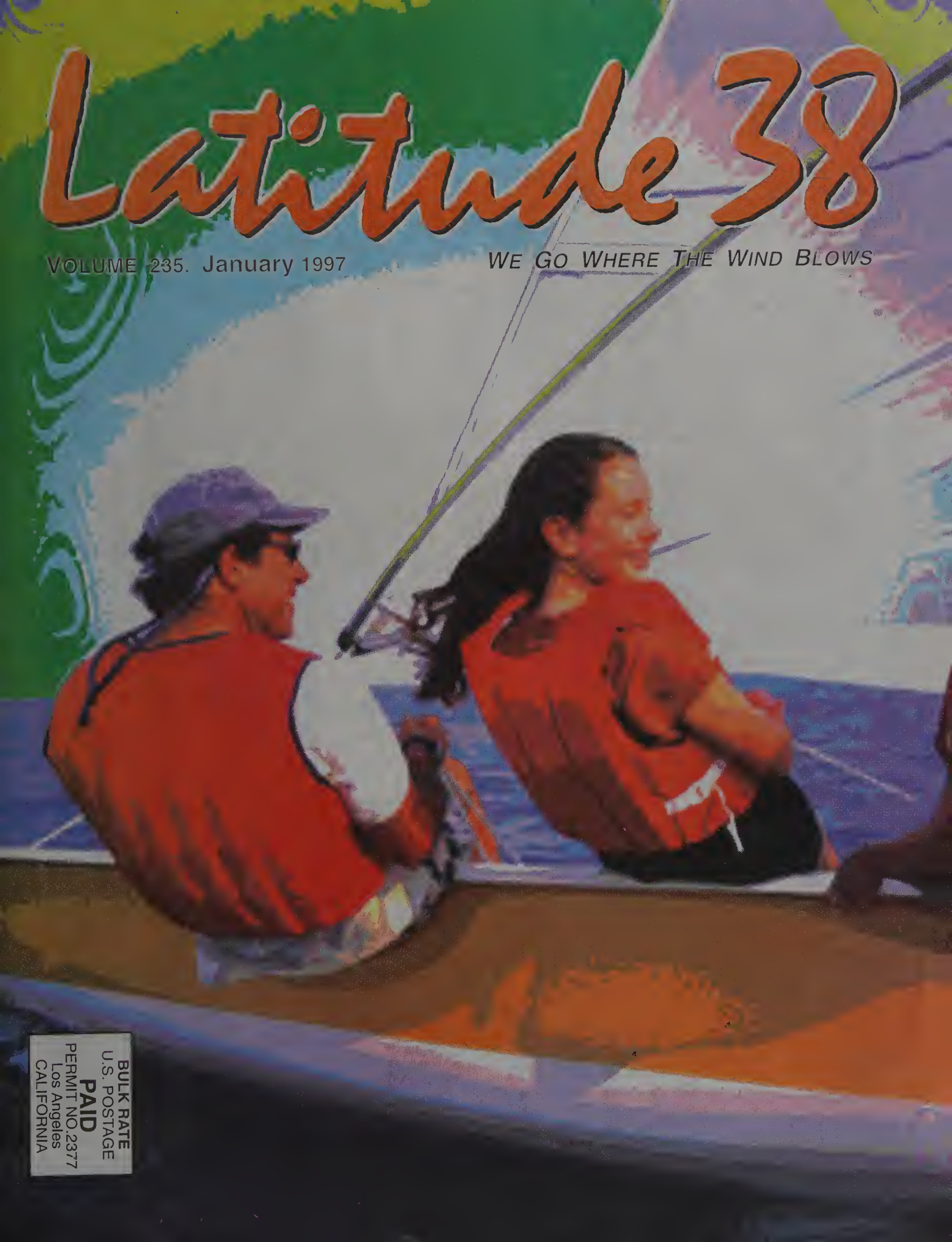


Latitude 38

VOLUME 235. January 1997

WE GO WHERE THE WIND BLOWS



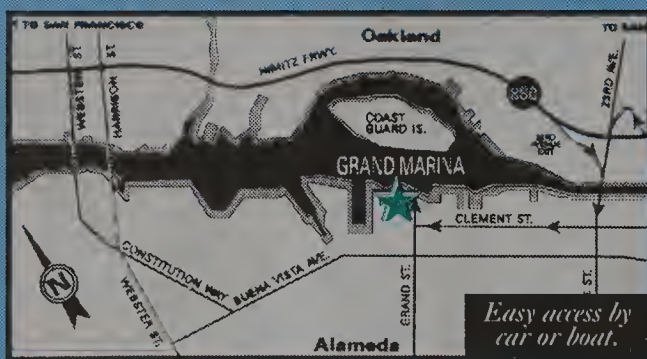
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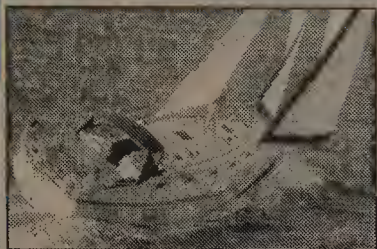
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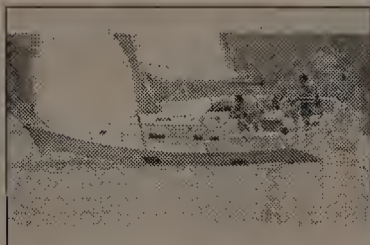
'95 ISLAND PACKET 37
Transferable warranty.
\$164,000



'84 PASSPORT 40
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\$112,000

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- * 43' MOORINGS 432, 1988 91,000

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- * 27' SEA RAY, 1982, engine overhaul 21,900
- * 28' SOUTHERN CROSS, 1979 27,500
- * 30' FARALLON, great cruiser, 1976 .. 32,500
- * 30' ANGELMAN Ketch, 1957, refit ... 19,500
- * 31' CAL, 1979, outstanding 26,900
- * 31' CAL, 1983, charter income incl ... 31,995
- * 32' COLUMBIA, 1976 19,500
- * 35' PACKET CAT 194,500
- * 36' HUNTER VISION, charter income 89,995
- * 36' CATALINA, 1993, must see 84,500
- * 36' CATALINA, new to market CALL
- * 37' ISLAND PACKET, 1995 164,000
- * 40' PASSPORT 139,000
- * 46' CAL 2-46 110,000
- * 52' ALDEN SCHOONER, 1932 75,000

SELECT NATIONAL LISTINGS

- 35' ISLAND PACKET, 1990 \$127,900
- 38' ISLAND PACKET, 1988 138,000
- 39' BENETEAU OCEANIS 390, '92. 114,000
- 40' PASSPORT, 1984 178,000
- 40' BENETEAU FIRST 405, 1987 89,000
- 41' BENETEAU FIRST 41s5, 1983 ... 138,000
- 42' BENETEAU FIRST 42, 1982 79,500
- 44' ISLAND PACKET 250,000
- 50' MOORINGS 500, 1990 195,000
- 62' BENETEAU, 1993 595,000

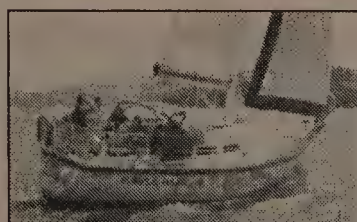
* These boats are located in Richmond



BENETEAU 210 \$17,500
On trailer



CAL 2-46 \$110,000
Excellent condition, customized



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Outstanding!

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COVER PHOTO: Patrick Short

The winter solstice having passed, the days are getting longer and summer sailing getting closer. Lindsay Wylie shows her summer style on Lake Tahoe aboard a Wylie Cat 17 - designed by her dad, Tom Wylie.

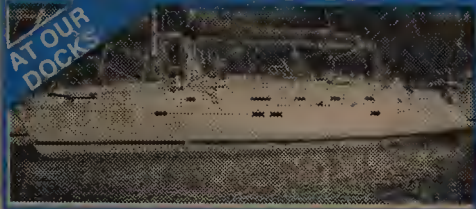
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing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

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BENETEAU 461



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BENETEAU 400



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BENETEAU 351



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BENETEAU 321



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BENETEAU 42s7



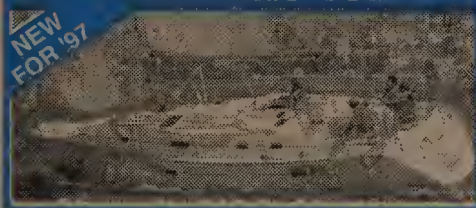
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BENETEAU FIRST 36s7



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BENETEAU 381



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BENETEAU 40CC



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BENETEAU 50



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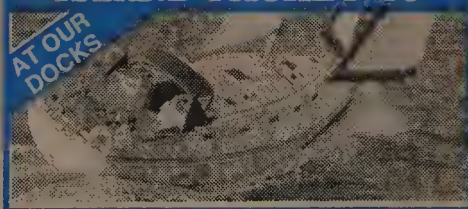
ISLAND PACKET

ISLAND PACKET 45



1996 Boat of the Year

ISLAND PACKET 40



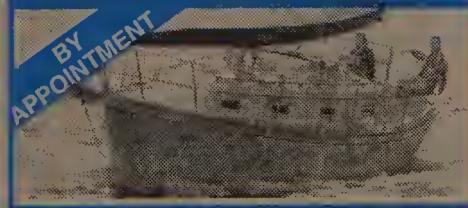
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ISLAND PACKET 37



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ISLAND PACKET 29



Great Small Cruiser

SAGA

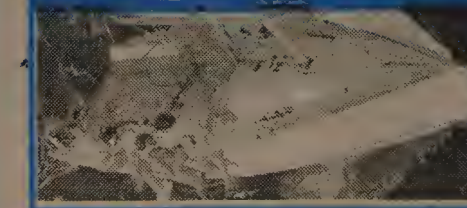
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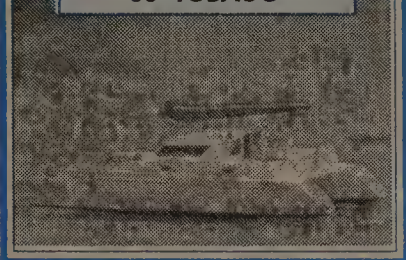
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Bay Island YACHTS

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New Production

35' TOBAGO



Built by Fountaine Pajot, this 35 is one of the best selling catamarans in its size. Our choice for "Best 35' Bluewater Cruising Cat". Three staterooms and one head or two and two. Powered by Yanmar diesels and equipped to sail away, pricing starts in the low \$170,000s. Look for this one to arrive in February 1997. Please call for more information and a brochure.

Watch for more information on the upcoming 'MULTIHULL ONLY BOAT SHOW'.

Charter Opportunities

PLACEMENTS

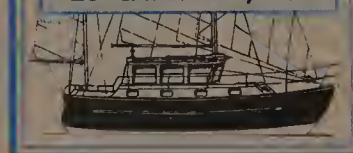
Our office in St. Maarten has a thriving charter business and is in need of new and late model boats for day and week charters. Multihulls and monohulls will be considered on a boat by boat basis. Great opportunity to own a boat in paradise and have it generate income. Call us for more details.

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37' ANTIGUA	\$159,000	47' LAGOON, '91	\$355,000
39' PRIVILEGE, '89	\$139,500	47' HARMONY, '91	\$299,000
39' PRIVILEGE, '93	\$270,000	48' PRIVILEGE 14.7	\$295,000
39' FIDJI, '91	\$148,000	48' PRIVILEGE 482	\$549,000
39' POLYNESIA, '90	\$199,000	50' GRAAL, '93	\$450,000
43' EDEL, '95	\$209,000	55' MASHFORD, '88	\$438,000
42' LAGOON, '93	\$340,000	55' LAGOON, '89	\$498,000
42' PRIVILEGE, '92	\$440,000	57' LAGOON, '93	\$910,000
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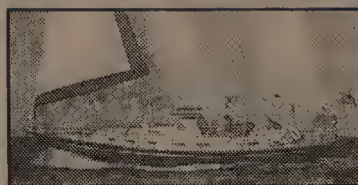
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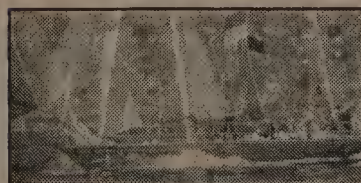
Sales • Charters • ASA Sailing School



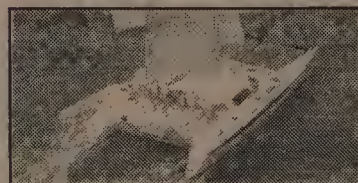
45' BENETEAU 45f5 ... \$145,000
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Top quality center cockpit cruiser.



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38' ROBERTS STEEL	\$120,000		
38' S&S, '68	\$35,000		

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40' PILOTHOUSE	\$120,000	38' TROPIC, '88	\$89,000
42' ABEKING & RASMUSN ...	\$108,000	39' FAIR CAT, '94	\$179,000
43' OYSTER, '82	\$240,000	40' NORSEMAN, '91	\$169,000
43' C&C	\$119,000	42' POLYNESIA, '90	\$116,000
44' FEELING 446, '92	\$149,500	42' SIMPSON, '94	\$147,000
44' CSY, '77	from \$65,000	46' C.N. UNTXIN, '92	\$440,000
44' GULFSTAR, '82	\$119,000	47' HARMONY, '91	\$299,000
45' BENETEAU 456, '85	\$163,200	48' PRIVILEGE, '90	\$295,000
45' BENETEAU 45f5, '91	\$145,000	60' OLLIER, '84	\$175,000
48' C&C LANDFALL	\$199,000	64' SHUTTLEWORTH, '90	\$990,000
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52' DYNAMIQUE, '90	\$160,000		
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Bay Island YACHTS



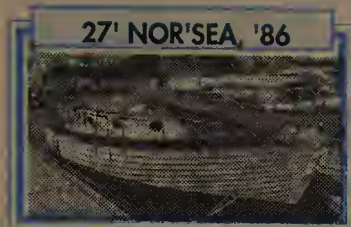
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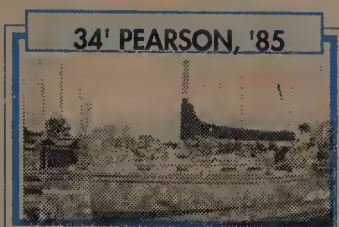
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28' PEARSON, '79	\$19,000	39' PEARSON 390	\$39,500
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29' ERICSON	\$14,900	40' CHEOY LEE MIDSHIPMAN	\$64,900
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OVER 100 BOATS LISTED • CALL FOR A COMPLETE LIST		47' VAGABOND	\$149,900
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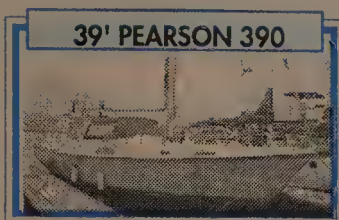
Lost one built — like a new boat!
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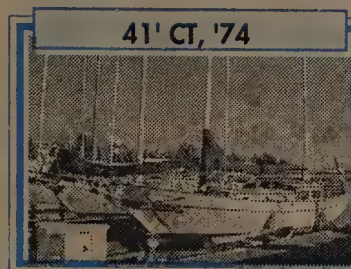
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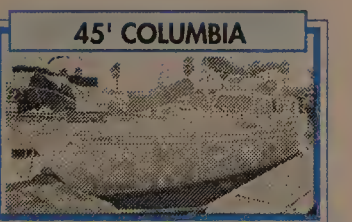
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Just listed, at our dock. \$114,900



She's like new, never cruised!
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Solid offshore cruiser w/gear.
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MAKE OFFER NOW!

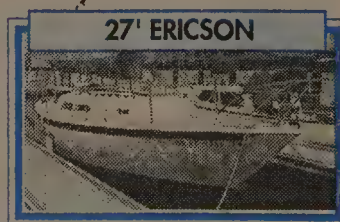
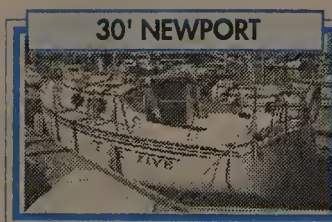
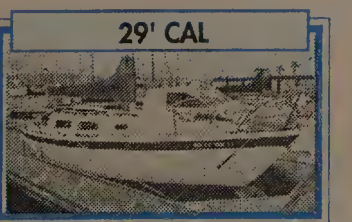
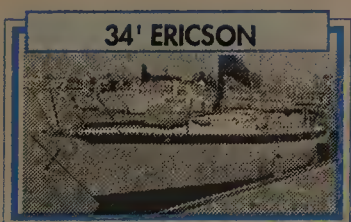


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HARKEN

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A snap shackle allows the snatch block to be attached to padeyes or toerails anywhere on the boat so they can be used for virtually any job.

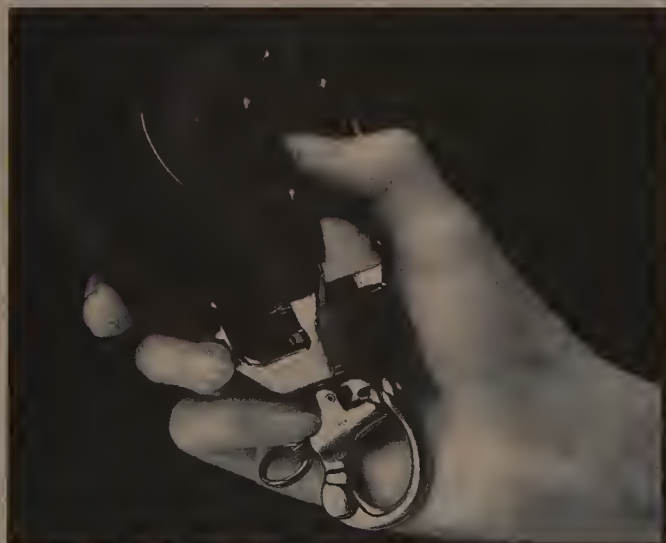
Harken snatch blocks utilize a unique mechanism to permit one-handed operation. You can open and close the block and still hold onto the boat in rough weather. Both standard and hi-load blocks are available and they each feature either a standard snap shackle or a trunnion shackle which articulates to provide a fair lead when used on toerails or small padeyes.

Typical uses of snatch blocks include barberhaulers, large tweaker blocks, jib lead blocks, mast base reef line lead blocks, preventers, vang and even deflecting dock lines.

Choose a snatch block based on anticipated loads and avoid having low load blocks on a larger boat so that they cannot accidentally be used in an abusive situation. When using snatch blocks for high load applications such as genoa leads, don't forget to consider that load is magnified as lines are turned sharply in a block. If the snatch block is serving as a genoa foot block, the load can be twice the sheet load. Also be sure the attachment point is as strong as the block – many stanchion bases are cast metal and not designed to handle high loads.

Having a few snatch blocks aboard will allow you to respond to any situation.

Mark Wiss
Harken Pewaukee



HARKEN

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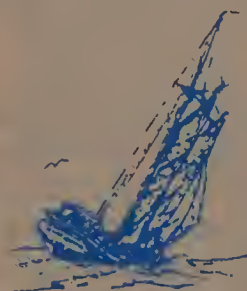
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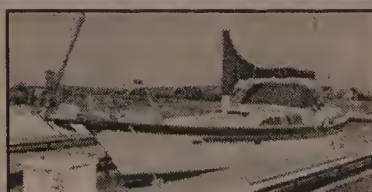
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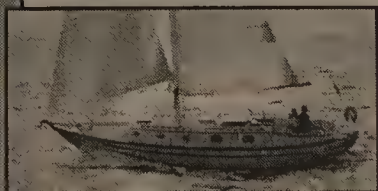
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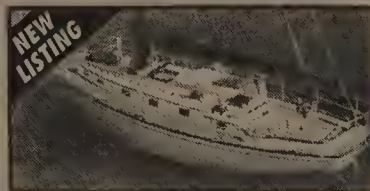
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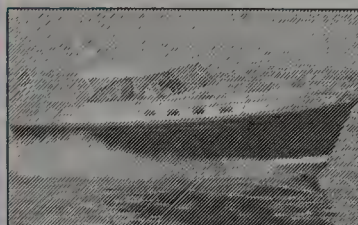
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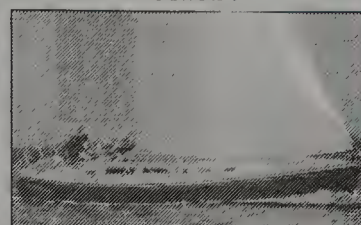
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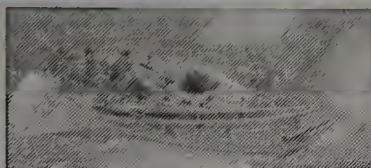
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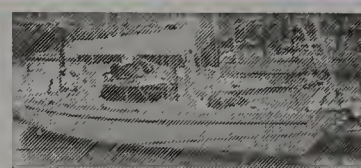
Swan 46



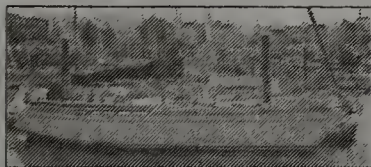
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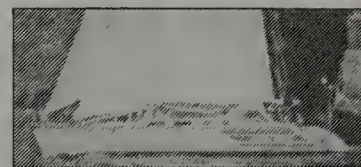
44' Swan 441



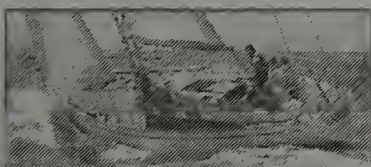
S & S 48



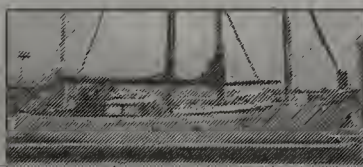
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Swan 44



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Islander 37



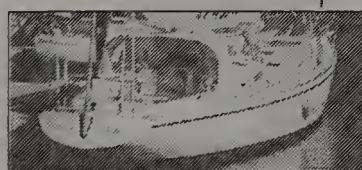
Islander 36



Pearson 424



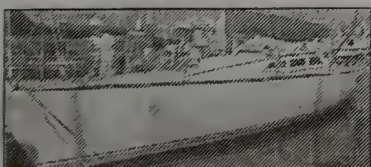
Baltic 42



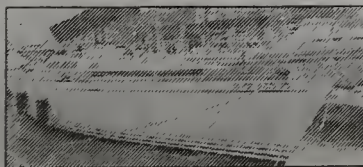
Swan 55



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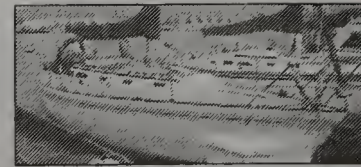
Olson 40



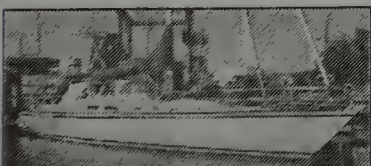
Express 37



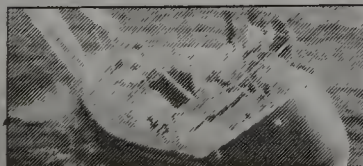
Cal 33



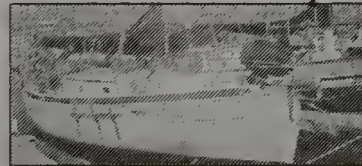
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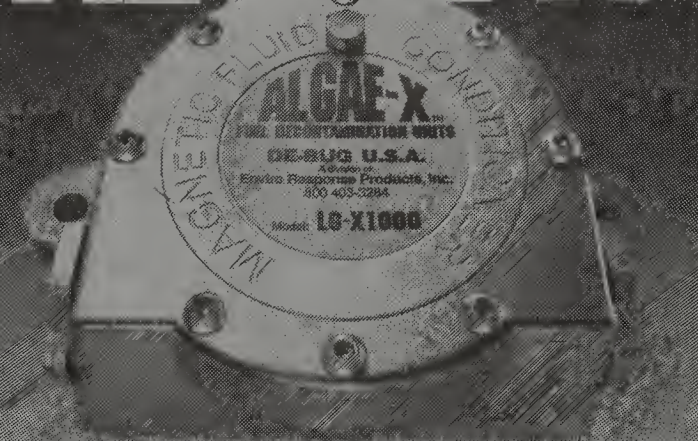
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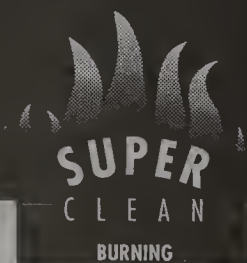
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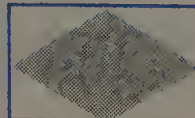
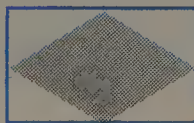
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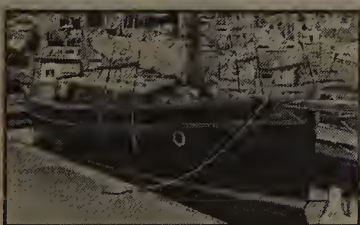
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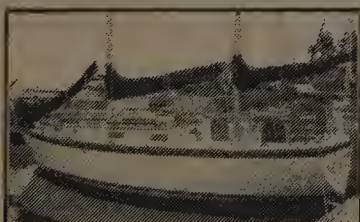
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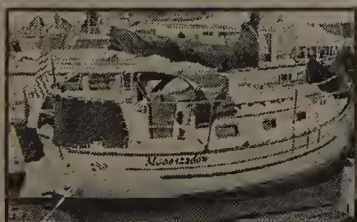


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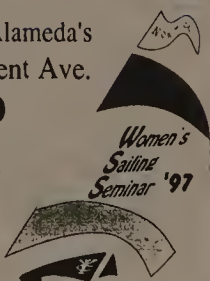
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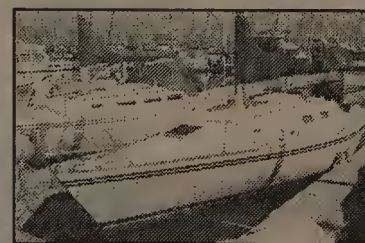


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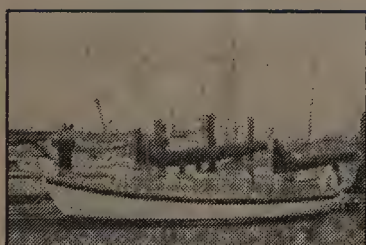
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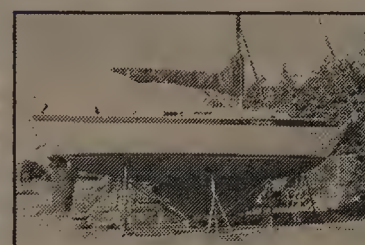
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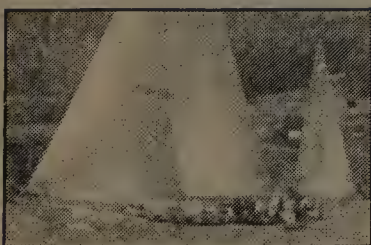
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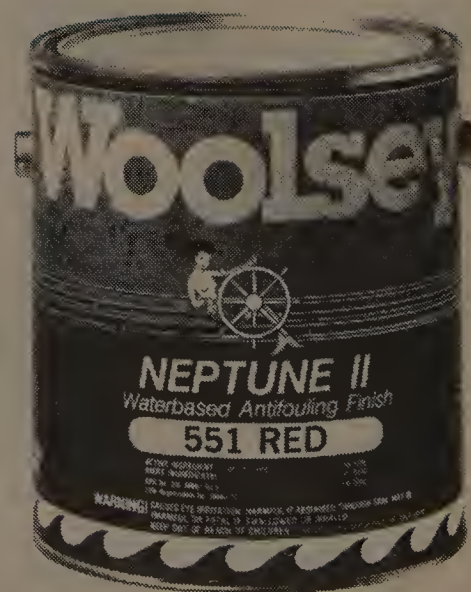
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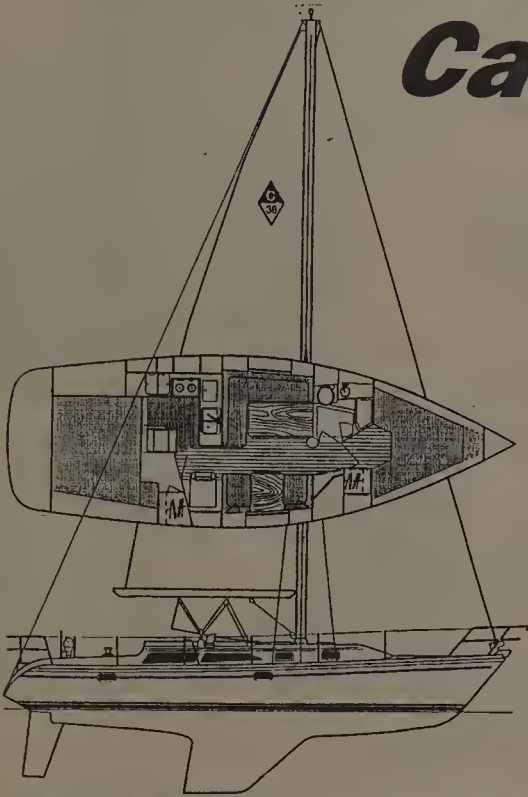
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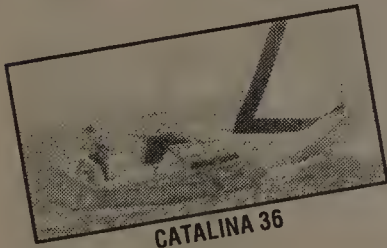
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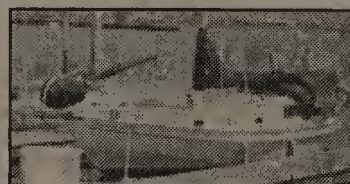
West Bay Brokerage - Eagle Yacht Sales



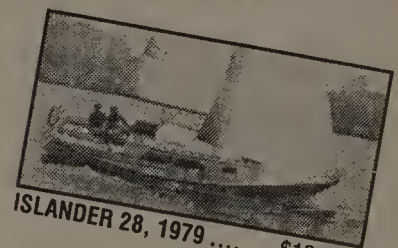
CATALINA 36



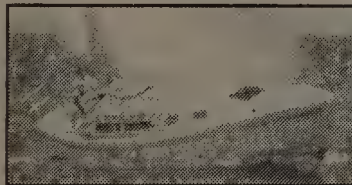
CATALINA 34



ARIES 32, 1983, orig. owner \$54,995



ISLANDER 28, 1979 \$18,995



CATALINA 30



CATALINA 38, 1980 \$46,900

40' Catalina 400, 1995	\$149,000
36' Nonsuch, 1989	\$135,000
36' Catalina, 1987	\$63,900
34' Catalina, 1988	\$57,500
34' Ticon, 1988	\$84,900
32' Dreadnought, 1979	\$38,900
32' Ericson, 1986	\$39,900
31' Hunter, 1985	\$29,500
30' Nonsuch, 1983	\$53,500
30' Catalina, 1979	\$19,900
30' Cheoy Lee, 1965	\$14,500
28' Hunter 28.5, 1985	\$24,950

28' Newport, 1981	\$12,900
27' Catalina, 1981	\$12,500
27' Catalina, 1977	\$8,000
25' Pacific Seacraft, 1977	\$21,500
23' Pearson, 1983	\$4,250
23' Jeanneau Tonic 23, 1989	\$9,900
23' Ranger, 1976	\$2,900

42' Catalina, 1990, low eng hrs, mint	\$108,995
38' Catalina, 1980, new dsl, int, extras	\$46,995
37' Islander, 1971, pilothouse, dsl, furl	\$41,900
32' Aries, 1983, original owners, mint ..	\$54,995
30' Catalina, 1989, wing keel, dodger	\$41,900
30' Catalina, 1988, dsl, clean .. reduced	\$39,995
30' Catalina, 1980, dsl, dinette interior	\$19,995
30' Catalina, 1981, wheel, press water	\$21,995
30' Catalina, 1984, large dsl, furling	\$32,995
30' Islander, 1971, great boat	\$14,495
28' Islander, 1979, excellent cond	\$18,995
27' O'Day, 1975, dodger, AP, extras	\$9,995
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27' Catalina, 1974, o/b, Harken furler	\$7,995
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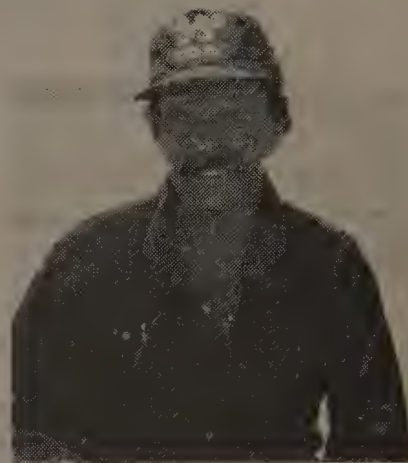
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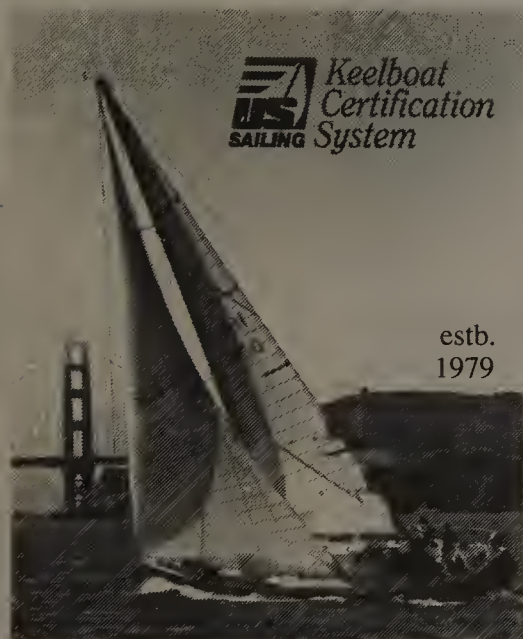
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Because sailing is a natural, sensual and intuitive activity, the pleasure you derive from it is inseparable from the environment in which you sail. **OCSC's** central San Francisco Bay location places you in sailing conditions that are the envy of sailors nationwide.

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bay's most prominent islands and the alluring Golden Gate.

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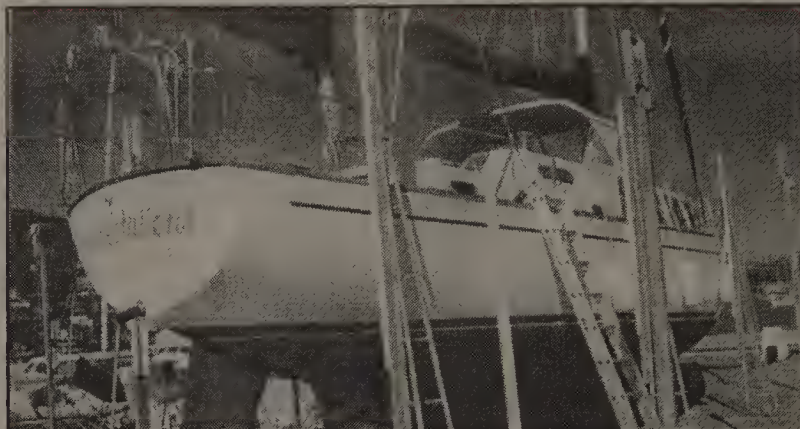
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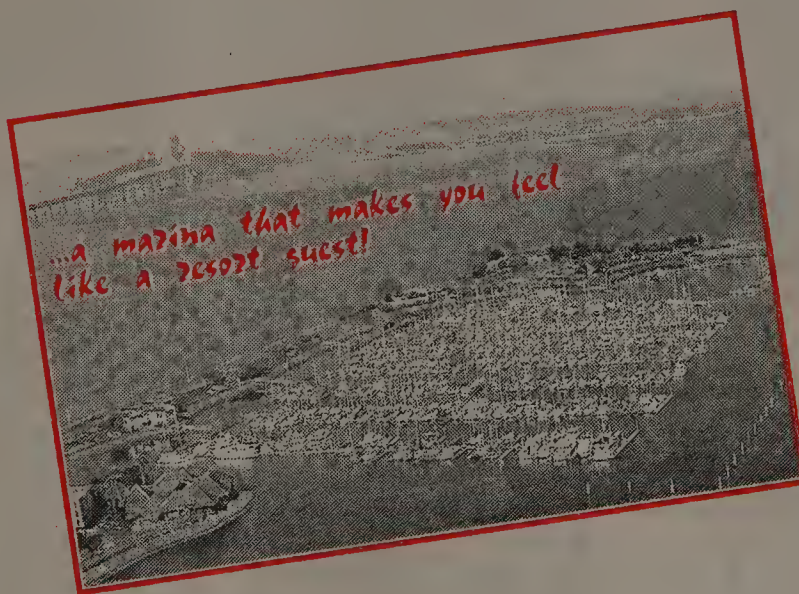
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CALENDAR

Nonrace

Jan. 1 — Master Mariners New Year's Day Rendezvous and Chili Cookoff at Corinthian YC. Noel Duckett, 472-7653.

Jan. 1 — '96 International Year in Sailing on ESPN, noon.

Jan. 9-12 — San Diego Boat Show. Info, (619) 274-9924.

Jan. 10 — OYRA Seminar #1: "Vessel Traffic and Equipment," a free presentation at Richmond YC, 10 a.m. to 3 p.m. Betty Lessley, 892-6534.

Jan. 11 — Hans Christian Owners Association General Meeting. Details, Linda Green, (510) 523-3708.

Jan. 11-12 — Open Boat Weekend at Marina Village, 10 a.m. to 4 p.m. (weather permitting). Bring your checkbook! Marina Village, (510) 521-0905.

Jan. 11-19 — Sail Expo Atlantic City '97, the biggest sail-only extravaganza in the country. A tasty West Coast version of this show, the Pacific Sail Expo, is scheduled for April 24-28 at Oakland's Jack London Square. Info, (800) 408-6318.

Jan. 17 — "Around Alone," young BJ Caldwell will give a slide-illustrated presentation about his recent solo circumnavigation at Corinthian YC, 8 p.m. Tickets are \$7 at the door. CYC, 435-4771.

Jan. 17-26 — San Francisco Sports and Boat Show at the Cow Palace. Check out the all-new Hunter 450 and a selection of other new toys — and don't forget to visit 'Vacation Land!' Info, 931-2500.

Jan. 17-26 — If you're up in Seattle, check out the 19th Annual Lake Union Boats Afloat Show. Details, (206) 284-2912.

Jan. 18 — Carol and Bob Mehaffy will be at the Armchair Sailor Bookstore in Sausalito between 2-4 p.m. to sign their latest book, *A Cruising Guide to San Francisco Bay*. David or Tamara, 332-7505.

Jan. 18 — Dance party after the Corinthian Midwinters, approximately 7-10 p.m. The yacht club's elegant upstairs Ball Room will be getting down to the blues/rock music of Michel Bastian and the We Bad Band. It's free, it's fun — and you might even get invited to race the next day! CYC, 435-4771.

Jan. 18 — Catalina 27 Annual Dinner and Officer Elections, 6:30 p.m. at Encinal YC. Larry and Janine Nelson, (510) 680-0467.

Jan. 21 — SF Bay Oceanic Crew Group meeting at Fort Mason Center, Building C, Room 210, 7 p.m. Free and open to all sailors. Info, 979-4866.

Jan. 23 — Full moon.

Jan. 25 — PICYA Commodore's Ball and Installation of Officers at Corinthian YC. George Neill, (916) 722-8592.

Jan. 31 — "The BOC Singlehanded Around the World Race," presented by two-time finisher Robin Davie. Videos, slides and comments by this entertaining English solo sailor, 8 p.m. at Corinthian YC. Tickets are \$7 at the door. CYC, 435-4771.

Feb. 4 — Yukon Olympic Yachting Tour. Gary Jobson and assorted Olympians will host a video presentation about last summer's Olympic sailing games at Savannah. Cowell Theatre (Fort Mason); 7:30 p.m.; \$10 donation at the door will benefit the Blackaller Fund. Matt Jones, 563-6363.

Feb. 4 — '97 Baja Ah-Ha Cruiser Preparation Seminar #1, co-sponsored by Waypoint and UK Sails. Free! Call (510) 769-1547 for reservations and info.

Feb. 5 — "Introduction to Coastal Navigation," a free seminar by Ted Baker at the Stockdale Marine Theatre (Sacramento). 7 p.m.; Info, (916) 332-0775.

Feb. 6 — "Introduction to Celestial Navigation," another free seminar by Ted Baker at the Stockdale Marine Theatre (Sacramento). 7 p.m.; Info, (916) 332-0775.

Feb. 7 — Quantum Sails Party, 5:30-7:30 p.m. at the loft in Brickyard Cove, Point Richmond. Info, (510) 234-4334.

Feb. 8, 15, 22 — First three days of the Saturday junior sailing program at Encinal YC. Classes in El Toros, FJs and Lasers for all skill levels. Program continues on March 1, 8, 15; nominal cost for all six sessions. Susannah Carr, (510) 769-0221.

Feb. 22 — Ocean Crew Party, a shindig for all ocean racers at



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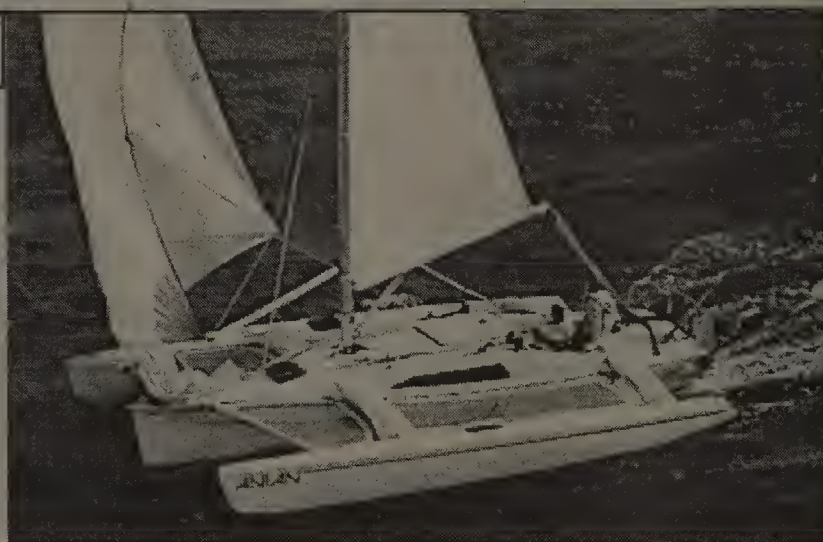
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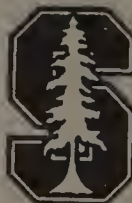
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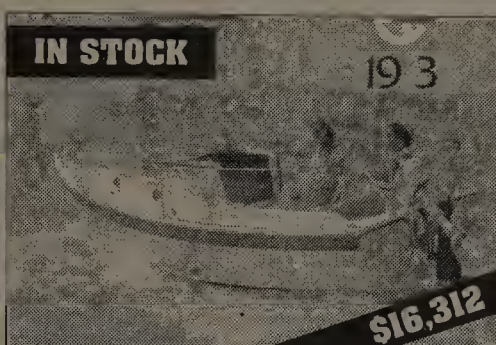
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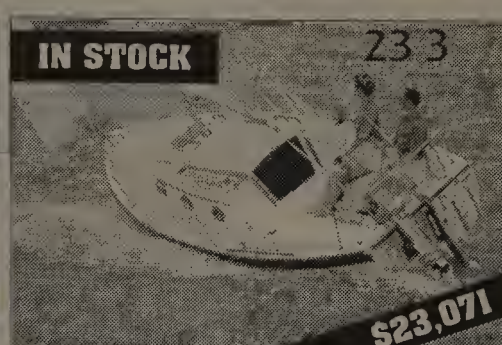
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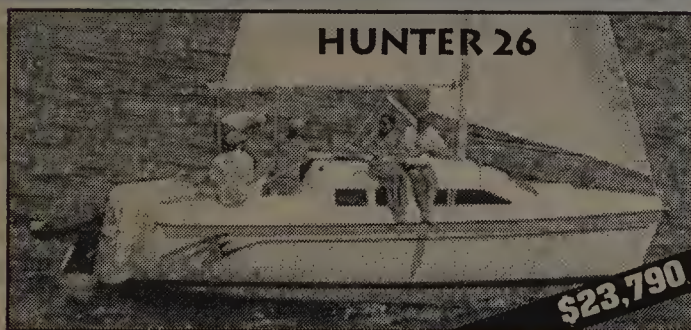
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CALENDAR

Richmond YC, 5-8:30 p.m. Betty Lessley, 892-6534.

Feb. 22 — Certified Racing Officers Annual Seminar, 8:30 a.m. to 5 p.m. at Golden Gate YC. For details, call YRA at 771-9500.

Mar. 22 — Northern California Women's Sailing Seminar at Island YC. For women, by women. Info, (510) 881-5422.

Apr. 27 — Opening Day on the Bay. PICYA, 388-8327.

Racing

Jan. 17, 23, 24, 25 — 14th Biennial Marina del Rey to Puerto Vallarta Race — 1,125 hopefully downwind miles for racers, cruisers and even powerboats. Pray for wind! Del Rey YC, (310) 823-4664; or regatta chairman Rudy Schaefer, (310) 472-8713.

Jan. 15-19 — SPORT (Saint Petersburg Olympic Regatta Training). The Olympic cycle begins all over again down in Florida. St. Pete YC, (813) 822-3873.

Jan. 18, 1987 — Ten Years After: Competitors in the second BOC Challenge, the 27,000-mile solo round the world race, began Leg III, an 8,250-mile thrash from Sydney to Rio de Janeiro. The 18 boats in the fleet had been hammered on the previous leg, a nightmarish 6,900-mile journey from Cape Town which claimed the life of French competitor Jacques De Roux. The last finisher of that leg, 62-year-old Harry Mitchell of England, sailed his 41-footer *Double Cross* into Sydney Harbor on January 10 after 55 days at sea. "I'm just happy to be here," claimed Mitchell, who encountered 40 knot headwinds during the crossing. Raising a bottle of champagne, he added, "Here's to whatever is to come, because by God, it can't be worse than that!"

Or could it? Mitchell subsequently dropped out of the race on the next leg when *Double Cross* went up on the beach in New Zealand. Then, in 1990, his 40-footer *We Are Lovers* was hit by a freighter on its way from England to the start of the third BOC in Newport, RI. Hoping that his luck had changed, Mitchell entered still another boat, the 40-foot *Henry Hornblower*, in the fourth BOC race. Sadly, this delightful gentleman disappeared without a trace off Cape Horn in early March 1995, thus becoming the race's second fatality.

Jan. 19-24 — Yachting Key West Race Week: "Hot sun, strong winds and elite competition." The tenth anniversary of America's premiere midwinter regatta. Keith Taylor, (617) 837-1448.

Jan. 21-25 — Miami Olympic Classes Regatta. Florida is the place to be for sailboat racing in January! US Sailing, (401) 683-0800.

Jan. 25 — Three Bridge Fiasco, one of the most entertaining and challenging shorthanded races ever invented. Singlehanded Sailing Society; Paul Miller, 924-0767.

Feb. 1-8 — MEXORC, maximum sun and fun south of the border. Race all day, party all night. Wake up, do it all over again. Hosted by the Mexican Sailing Federation in Puerto Vallarta. Frank Whitten, (619) 226-8033.

Feb. 6 — 1997 Pineapple Cup, 811 delightful miles from Fort Lauderdale to Montego Bay, Jamaica. The West Coast will be represented by *Sayonara*, *Pyewacket* and *Maverick*. All three boats have a reasonable shot at *Windward Passage's* 1971 record of 3 days, 3 hours, 40 minutes. The race doubles as the first leg of Jimmy Cornell's "Round the World Rally", which should attract over 20 boats. *Maverick*, Les Crouch's aluminum N/M 68 racer-turned-cruiser, will continue on with the Rally and is sure to be the pre-rally favorite. Info, (203) 322-4700.

Feb. 22 — 21st Sadie Hawkins Race for women skippers and crews of either sex. PHRF racing on the Estuary, hosted by Island YC. Joanne McFee, (510) 534-7317.

Mar. 14-16 — Three days of starts for Newport Harbor YC's Cabo Race, aka the 'TransPac Tune-Up'. Invited classes are ULDBs, turbo 70s, IMS, PHRF, multihulls and, for the first time, double-handers. NHYC, (714) 673-7730.

Mar. 15-16 — Big Daddy Regatta. RYC, (510) 237-2821.

Apr. 12 — StFYC Lightship Race, the first OYRA race of the

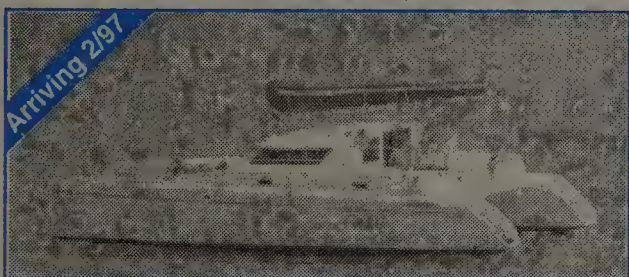
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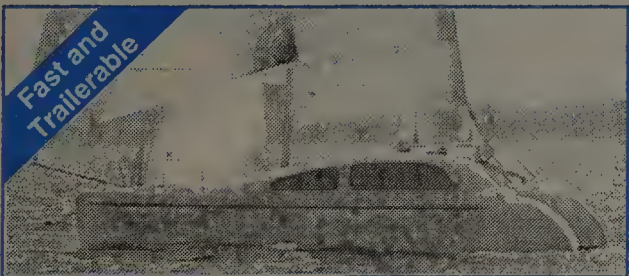
Jeanneau's **Lagoon 35** (35' x 16' x 3'). Roomiest 35' cat available. Headroom 6'3"-6'10". 2 staterooms w/huge 7' x 5'1" berths. Galley up in salon for best visibility & ventilation. Twin Yanmar dsls. \$171,700*. Demo models on SF Bay & Lake Tahoe. (Other Lagoons: from 37' to 67'.)



Gemini 105: (34' x 14' x 18"). Best value & most popular of all 22 cats we offer! 3 cabins/1 head. Only cat w/ centerbrds; draft 18" up, 5' w/ brds down. Only cat ready to cruise without options. Std: 40hp o/b (optl. 27hp dsl), stove, fridge, hot water, rigid bimini & dodger, main & furling gen., s/t winches, compass, anchor & more. \$105,000*. (Save \$7,000 if last 'Special Intro Price' model still available!)



Tobago 35 from Fountaine Pajot: (35' x 19' x 3'). Our choice for 'Best 35' Bluewater Cruising Cat.' Extra wide beam = maximum stability. Our new '97 model has dramatically upgraded interior (Padpuka hardwood and easy-to-clean laminates). Modern galley-up layout. 3 cabins & 1 head or 2 & 2. Incl's: 2 Yanmar dsls, wind/spd/depth inst., furling gen, more. \$170,000*. (Sister models: 38, 42, 46 & 56 feet).



Aquilon 26 performance cruiser (1,900 lbs., 26' x 15' x 2'). Folds to 8' for easy trailering. Fast (sail: 10-20 kts; power: 10 kts) and NO HEELING! 3 times roomier than folding trimarans (5' 11" hdm, 2 dbl. berths, galley, head w/shwr). Incl's: 3 sails, anchor, compass, 10hp Yamaha o/b & dbl-axle trlr w/brakes. \$83,980 in SF. (First one based at our dock saves thousands more!)



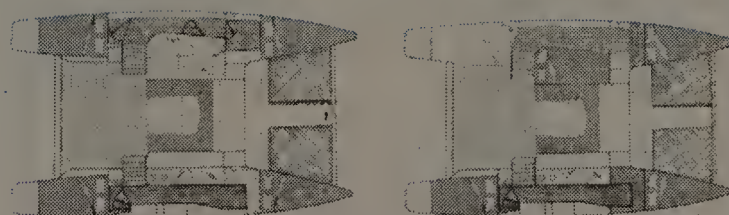
WindRider 16 is the 'sailor's pocket-rocket'. Speeds of 12-14 knots with virtually no heel. Foot pedals provide hands-free steering. Unsinkable and unbreakable (rotomolded polyethylene). Best part? Her 10 pieces make for easy car-topping, and assembly takes just 20 minutes. \$2,995*.



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The Seawind 1000 'charter' version (left) has 4 cabins and 1 head. The 'private' version (right) can have 2 or 3 cabins and 1 head. An elevated, 13' wide seat with backrest runs along the full length of the transom – the ultimate 'nautical rumble seat'.

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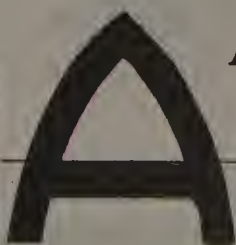


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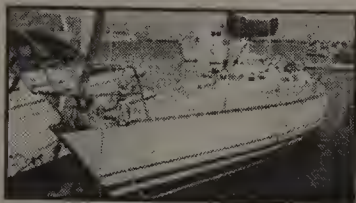
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* 40' Islander, '85, Bushwacker	89,900	* 31' Custom, '84 Bloom County	22,500
* 40' Andrews ILC, '94, Growler	325,000	* 30' Beneteau 305, '88	47,500
* 39' Cavalier, '80, Jolly Mon	78,500	* 30' J/30, '79, Rollercoaster	22,000
* 37' Express, '86, Blitz	88,000	* 29' Hunter 29.5	Repo
* 37' Express, '84 Danville Express ..	92,500	* 26' J/80, '96, No Name	37,500
* 36' J/110, '95, Sorcerer	139,000	* 24' J/24, '95, Nations Cup	25,000
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BERKELEY YC — Chowder Races: 1/5, 1/25, 2/2, 2/22, 3/2. Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Midwinters: 1/11-12, 2/8-9. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Midwinters '97: 1/18-19, 2/15-16. Rob Moore, 383-8200, ext. 109.

ENCINAL YC — Jack Frost Series: 1/18, 2/15, 3/15. EYC, (510) 522-3272.

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LAKE MERRITT SC — Edna Robinson Memorial Midwinters (dinghies): 1/12, 2/8, 3/9. Duncan Carter, (510) 945-6223.

OAKLAND YC — Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2, 3/16. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 1/4, 2/1, 3/1. RYC, (510) 237-2821 or Mac Lingo, (510) 525-1881.

SANTA CRUZ YC — Midwinters: 1/18, 2/22. SCYC, (408) 425-0690.

SAUSALITO CC — Midwinters: 1/25, 2/22, 3/15, 4/19 (make-up). Dorothy Stoufer, 479-4678.

SAUSALITO YC — Midwinters: 1/5, 2/2, 3/2. Pat Broderick, (707) 528-2109.

SEQUOIA YC — Midwinter Sunday Pursuit Races, every weekend through mid-April. Randy Hough, 365-6383.

SOUTH BAY YRA — Winter Series: 1/18, 2/8, 3/15. Mike Dixon, (510) 635-5878.

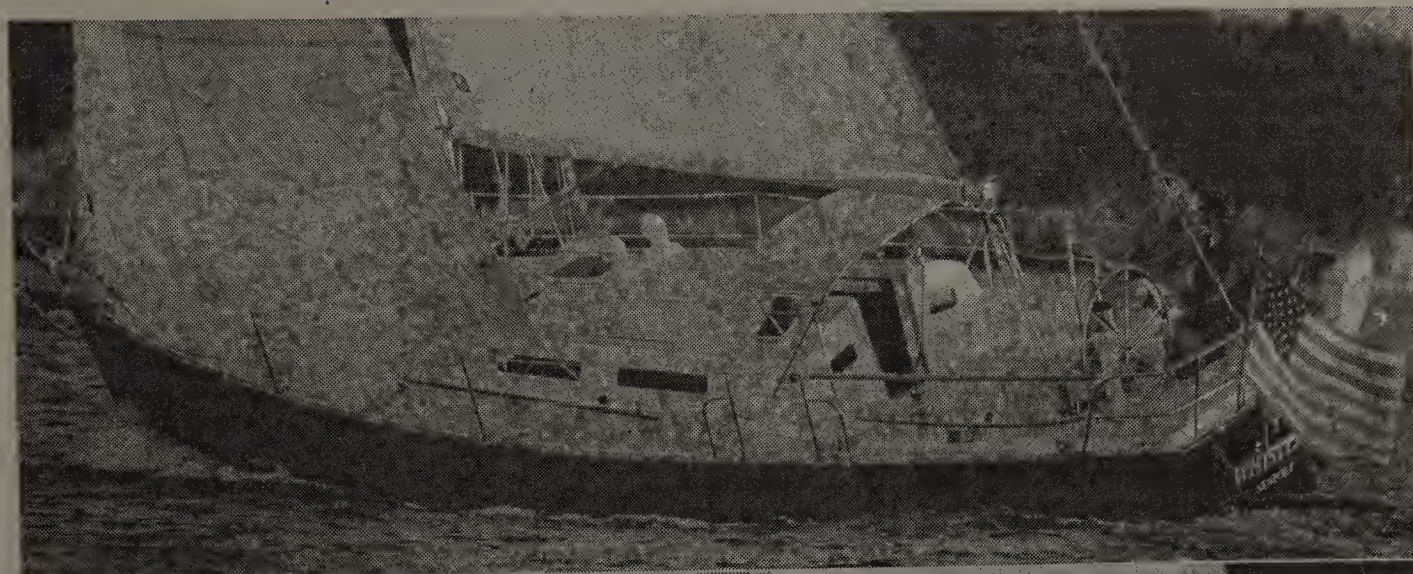
SOUTH BEACH YC — 'IAOTIO' Series, every Saturday until 3/29. Free! Ray Hall, 591-6513.

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. 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. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

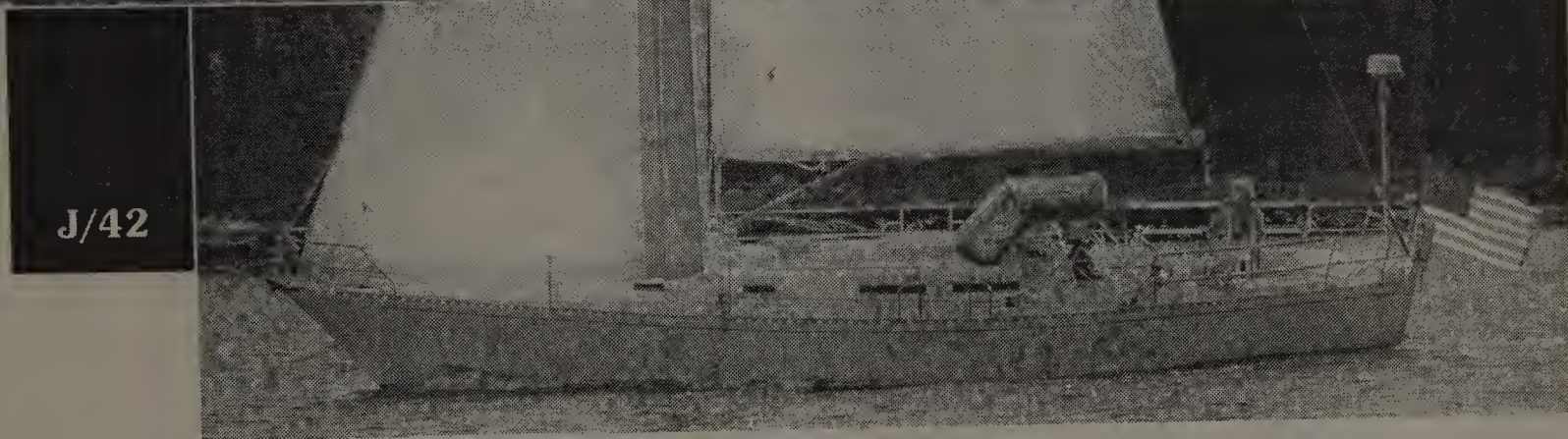
January Weekend Currents

date/day	slack	max	slack	max
1/04Sat	0251	0555/2.6F	0858	1204/4.0E
	1612	1902/2.8F	2215	
1/05Sun		0028/2.2E	0344	0644/2.7F
	0942	1254/4.5E	1658	1954/3.3F
	2311			
1/11Sat	0313	0534/3.2E	0850	1141/3.3F
	1433	1747/5.3E	2134	
1/12Sun		0036/4.3F	0359	0626/3.3E
	0951	1238/3.1F	1532	1839/4.8E
	2224			
1/18Sat	0312	0613/2.8F	0903	1222/4.2E
	1622	1931/3.3F	2227	
1/19Sun		0101/2.0E	0408	0707/2.7F
	0953	1315/4.3E	1712	2023/3.5F
	2321			
1/25Sat	0243	0500/2.5E	0825	1110/2.5F
	1402	1709/4.2E	2103	2358/3.2F
1/26Sun	0318	0539/2.6E	0906	1151/2.4F
	1442	1749/3.9E	2136	

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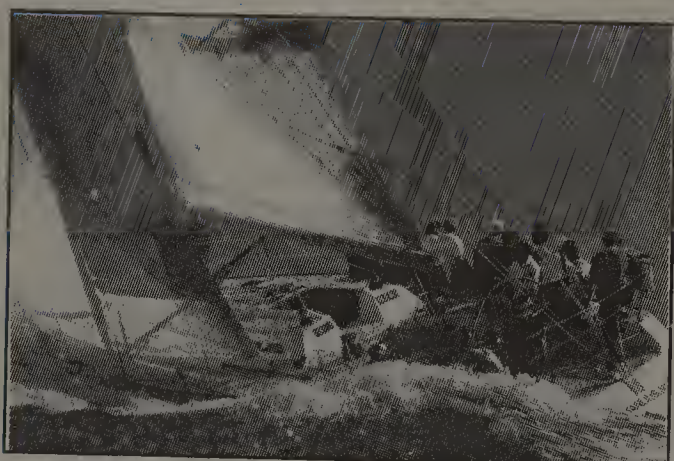
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LETTERS

⇅ GREAT-FOR-THE-MONEY BOATS

Like Naftuli Furman, I am also a member of the San Jose Sailing Club. For several years my husband Vernon and I campaigned our Venture 25 — which is virtually the same as Furman's MacGregor 25.

It made me very unhappy to read Furman malign those great-for-the-money boats. Positive flotation and lively response make for a boat that can be safely handled in quite heavy airs. I remember one Corinthian Midwinter that was canceled because the coffee was being blown out of the judges' coffee cups. Vernon, myself, and our wonderful crew sailed back to the Encinal YC in what we later learned were 40-knot winds.

The way the Venture / MacGregor 25s are rigged makes it relatively easy to release the mainsheet in a gust and then sheet it in again. It's considerably easier than on a Hunter 31, for example, which we've also sailed. Because the Venture / MacGregor 25s are light means that a couple of crew sitting on the rail can decrease heeling to comfortable parameters.

No, I wouldn't sail a Venture or MacGregor 25 in the open ocean, but other members of the San Jose Sailing Club have done so and returned safely. Vernon and I did the Sea Otter Cruise several times, and enjoyed each one of them. Sometimes we even learned a little bit more about sailing!

Margaret Huffer
San Joaquin, Hallberg Rassy 35
Pittsburg

Margaret — We got the distinct impression that Furman wrote in to warn other 'trailer sailors' about the danger of launch ramps — not to malign the MacGregor 25. Readers will recall that Furman's truck and trailer slid into the Santa Cruz Yacht Harbor when he tried to retrieve his boat.

Furman had bailed out of the San Jose Sailing Club's Santa Cruz to Monterey cruise because he felt that the winds — which had quickly increased from 5 to 20 knots — and the seas — which he estimated at 8 to 9 feet — made it "no place for a MacGregor 25". If we were seasick and at the helm, we would have done the same thing. MacGregor 25s weren't specifically designed for the open waters of Northern California, so we think erring on the side of caution makes all the sense in the world.

By the way, we think that "tender" is an accurate — but not damning — description of that design.

⇅ THE BAD WAVE OF THE FUTURE

I was recently surprised to discover that we sailors are no longer able to purchase individual spare parts for Whale pumps — of which we have four on our boat. The parts are now only being sold as components of repair kits. Unhappy about it, I wrote Munster Simms, manufacturer of the Whale pumps. The company's reply follows at the end of my comments.

My Henderson pump, which is made by Whale, needed only an inlet valve which cost maybe \$6 in the old days. Now I have to buy a complete \$70 kit, with inlet, outlet, diaphragm, various screws and so forth. The claim that all rubber parts should be replaced at the same time is total bullshit. Some of my pumps are over 15 years old, and I keep meticulous maintenance records. Diaphragms, which are the most expensive rubber part, usually outlast inlet/outlet valves by a factor of two. I don't know what they mean by 'assemblies', but my guess is that other parts such as covers, rocker arms, and valve holders are now also packaged together.

Despite the claim of kits being "better service" to the customer, this new policy is only in the interest of Whale and its distributors. The distributors still have to spend the money to stock the spares, but we consumers are now forced to buy parts that we don't need. Sure, it's more convenient for distributors to handle pre-packaged kits and assemblies, but this doesn't help me, the consumer.

Unfortunately, this type of packaging of parts seems to be the wave

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Byt's Boats	J Boats	SAILING Magazine
C Cushions	Jeanneau	Sailrite
C-Level	Larsen Sails	Scanmar
Cal/Pearson Yachts	Modern Sailing Academy	Speedtech
Catalina Yachts	Nautor Swan	Stuart Marine
Celestaire	Ocean Navigator Magazine	Sun Yacht Charters
Davis Instruments	OCSC SF-Bay	Sunsail
Douglas Gill	P.J.R. Recovery	Surrette Battery
Forespar	P.Y.I.	Tropic Island
Fountaine Pajot	Pacific Seacraft	Valiant Yachts
Harken	Passage Yachts	W.D. Schock
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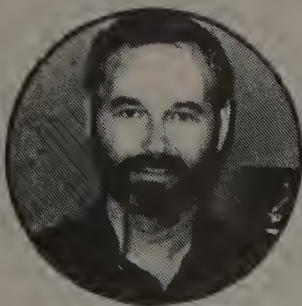
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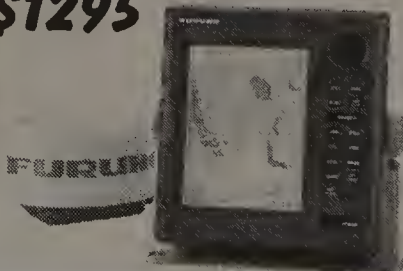
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LETTERS

of the future. It's the same scam as the hardware stores packaging three screws in a little plastic pack instead of having a bin full of them so you could choose how many you actually need. I urge anyone who is concerned to make their feelings known to Munster Simms and any other marine suppliers who are trying to scam us in this insulting way.

In any event, here's what Martin McConnell of Munster Simms had to say about my comments:

"From the beginning of 1996, Whale pump spares have been sold in various kits and assemblies and not as individual parts. There are two main reasons for this change. 1) We feel that when changing a part such as an inlet valve, the other corresponding parts should be changed at the same time. Rubber parts for example will have a similar life span, and changing all of these parts will save time and trouble. If the inlet valve needs to be replaced then the outlet valve may fail a short time after. 2) Making Whale pump spares available in packs will encourage dealers to stock all of these kits, and therefore make it easier to obtain spare parts. There are so many parts for the Whale pump range that dealers are reluctant to stock all of these parts individually. Time may be wasted in obtaining an urgent spare part direct from the factory."

Sandy Fontwit
Sundowner
Nelson, New Zealand

Sandy — We think there's some truth to his second point, that retailers are reluctant to stock all the many little parts that make up pumps. But we agree with you that point #1 — that all the rubber parts wear out at about the same time — is a crock.

THE REALLY POOR ARE OF NO USE TO DOCTORS

I read two letters in recent issues regarding eye doctors giving free eye exams and eye-glasses to poor people in Mexico. One suggested that it might not be a good idea because it might make it impossible for a local optician to stay in business.

Readers need to understand that the really poor people of Mexico are of no use to local doctors because they hardly have enough to eat in their dirt-floor hovels. Paying a doctor for an eye exam and glasses is out of the question.

We at the San Carlos, Sonora, Mexico Rotary Club started — with some wonderful doctors and nurses from Michigan — an 'Adopt A Pair Of Eyes' program about 12 years ago. The doctors paid for all their transportation and lodging, then personally gave away several hundred pairs of 'used' eye-glasses. We humans are funny. Some of the glasses were rather ornamental, with rhinestones and stuff. Some of the ladies could care less if they had the proper lenses, they just wanted style! The wonderful professionals, of course, wouldn't permit that.

We Rotarians still assist the Flying Doctors and the Adopt A Pair of Eyes program when called upon.

Stanley 'Hambone' Lieberman
Former President of the Club Rotario de San Carlos, Sonora, Mex.

Stanley — Good on you and the Rotary!

There's American-style poverty, which is bad enough — although too frequently self-induced. Then there's Third World poverty, which means not only a level of economic deprivation that most of us can't comprehend, but perhaps even worse, the poverty of opportunity to rise above it. We feel the most for these 'innocent poor', and hope to be able to make some of their lives a little less difficult.

PROUD I COULD WEAR 40 POUNDS OF SWEATERS

I was interested in your spin on the St. Francis YC PFD initiative. Your suggestion that this is yet another draconian rule which would better be decided by individual sailors seems to miss a few points.

Racing sailors, by definition, push the limit. Before wearing wet sweaters was made illegal, dinghy and small boat sailors wore all they



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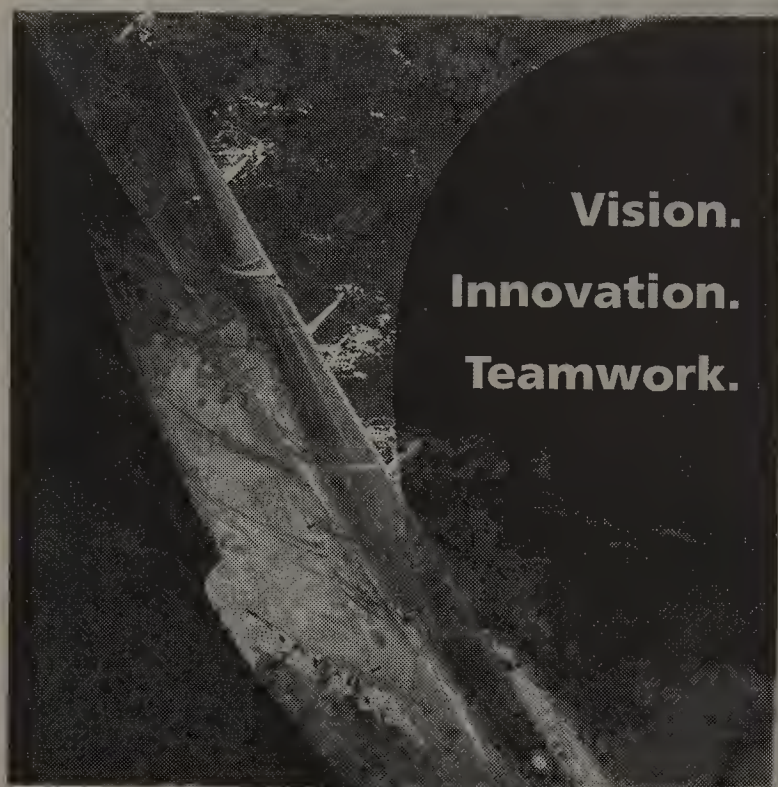


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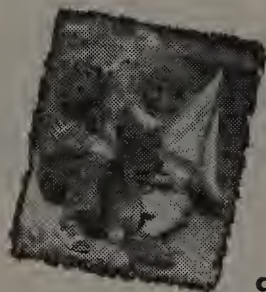
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LETTERS

could carry. I used to be proud that I could wear 40 pounds of sweaters. Yet I would have sunk like a stone if Don Trask hadn't been strong enough to catch me when I fell off his Star boat one day while racing on the Berkeley Circle. Today the rules limit how much weight sailors wear — not for some rule-happy administrator, but because without them we'd all be loading on more weight and dying in proportionately higher numbers. It's worth remembering that three Star sailors drowned during the '73 season.

Most sailors feel PFDs are restrictive, and thus make them less competitive. Up to now, wearing a PFD during a race has been a matter of personal choice. Thus choosing to wear a PFD when others didn't meant choosing to be less competitive.

When a friend and I dreamed up the idea of tying our ankles to a line in the bottom of Don Bever's Soling back in the '60s, we thought about how dangerous it was — especially since Solings were sinking fairly regularly back then. But it was so damned fast not to have to find the straps every time you tacked! Even Bever — who some say would have keel-hauled his grandmother if it would have helped his boat speed — was a bit nervous about the idea. But we did it until it caught on and became standard equipment. Eventually someone at Soling headquarters had the good sense to outlaw such 'shackles'. I was happy to see them go.

What we at the St. Francis YC are trying to do with the PFD rule is not penalize those who want to utilize what most people agree is an important piece of safety equipment. Sailors shouldn't have to unnecessarily risk their lives in order to be competitive.

But the main reason we decided to implement the rule was to relieve our race committees from the burden of deciding if conditions warrant the 'Y' flag, mandating that PFDs be worn. Nothing strikes terror into the heart of a race committee person more than learning that there's a sailor in the water.

Race committee personnel are people who devote countless hours with little or no recognition to create an exciting and fun event for the participants. They feel no small sense of responsibility when tragedy occurs. It's been up to them to have the 'Y' flag up if the rules allow. They are the ones who arrange to have rescue boats on standby to cover a couple square miles of cold choppy water at a moment's notice. And they are the ones who will spend endless hours in a hopeless search for some young sailor who slipped on the corner of a spinnaker and never will again.

While we empathize with racing sailors who are already subject to dozens of rules for the sake of competition, we still feel this safety rule is just and sensible. No one is required to add roll bars to their cars — unless they want to put their car on a race track. And nobody here is legislating PFD use while sailing — that's up to the individual — unless you're sailing in St Francis YC — and, we hope, other Bay Area yacht club — racing events.

Thank you for publishing this letter so that the issue can be reported and debated within an accurate perspective.

William Kreysler
Chairman
Executive Race Committee, St. Francis YC

Bill — You seem to think we at Latitude are necessarily against the new rule, but that's not true. Our feelings are decidedly mixed — and that holds true even for the Wanderer, who hates lifejackets and has never worn one in his life.

On the one hand, it seems like wearing a lifejacket should be a matter of freedom of choice and personal responsibility; on the other hand, should society have taken steps that would have prevented Larry Klein's children from unnecessarily having to grow up without a father? It's the motorcycle helmet law all over again.

We think there are situations and types of boats in which PFDs should always be required. But in other situations — a cook on a big boat in calm conditions — it would seem absurd. The perfect solution would be the development of PFDs that are as comfortable and



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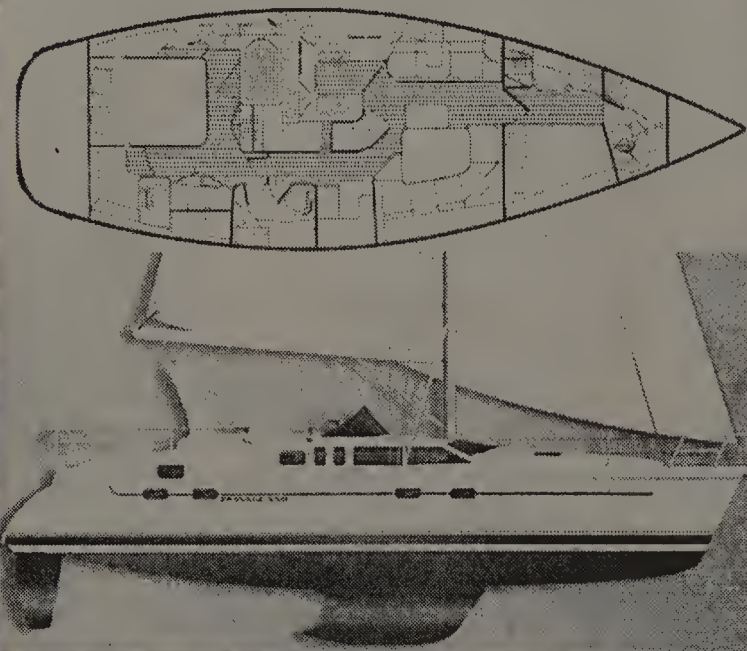
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unobtrusive as regular sailing attire. We hope they arrive soon.

There's been much reaction on this issue. Many letters follow on the subject, as well as a significant piece in Sightings.

FEAR OF LIABILITY

I'm still kicking myself for not writing a letter to the Vallejo YC a year ago. After Larry Klein drowned during the 1994 Big Boat Series, I embarked on a mission to encourage — or require, if necessary — sailors to wear PFDs. The logical place to start was with organized competitive events.

To that end, I wrote to the Yacht Racing Association (YRA) Board of Directors in March of 1995. My dream was for them to mandate PFDs during all YRA sanctioned events, the first of which would have been 1995's season-opening Vallejo Race. I also meant to write the Vallejo YC to encourage them as well, but I procrastinated. And we all know what happened to Victoria Taylor, who was sailing without a PFD.

The big barrier at the YRA and other organizations to the implementation of such a policy has been fear of legal and insurance liability — specifically the concept of 'assumed liability'. Last month I spoke to the Commodore and the Race Manager of the St. Francis YC, and was — to put it mildly — shocked and overwhelmingly delighted to learn that as of January of this year all participants in all St. Francis YC events will be required to wear flotation while racing! I implore all other clubs to do the same.

According to the Commodore, an attorney who is a former head of the California State Bar, they addressed the 'assumed liability' problem by defining "flotation" as any commercially available device. In other words, anything that works, Coast Guard approved or not.

All yacht clubs are in a position to exert a great deal of leadership that will be of great service to sailing. Please help.

Richard Leeds
San Francisco

IT'S OUR RESPONSIBILITY TO SET AN EXAMPLE

Twenty years ago, before I started my own sailing company, I used to be a part-time sailing instructor for a number of local schools. It was all quite casual then. I was never asked to demonstrate my sailing skills. A quick glance at my worn Topsiders seemed to be all the resumé a school manager needed. Instructor training was nonexistent. In one case I was hired in the morning and instructing an hour later — my only direction being, "Teach them whatever you think they need to know!"

The same laid back attitude applied to the equipment. I quickly learned that if I wanted to teach sailing I would have to bring a spare sea bag filled with basic tools, common parts, and lines. It also helped to have some old sweaters, foul weather jackets and gloves. I could no more count on the boats being in good operating order than the students being well prepared for what they were about to do. PFDs were stowed below and pointed out as a resource, but nobody wore them.

One weekend I arrived for work and was greeted by chilling news. A good friend and fellow sailing instructor, Bob Ortute, had drowned two days before while teaching a beginning sailing class. The story was that while out on the Bay the wind popped up from 5 to 15 knots. A headsail change was called for, and he went forward to demonstrate the technique. Somehow he fell overboard. Although dressed in foul weather gear, he wasn't wearing a lifejacket. The students — it was their first day on the water — couldn't get back to Bob.

Ortute swam for almost an hour, shouting directions to the students that they couldn't understand. And the students couldn't figure out how to control the boat. Then Ortute disappeared from sight. His body was found washed up on shore the next morning.

From that day on, I have always worn a PFD when sailing — and require my students to do the same. When I started my own business, mandatory PFDs was the first rule of operation — with no exceptions

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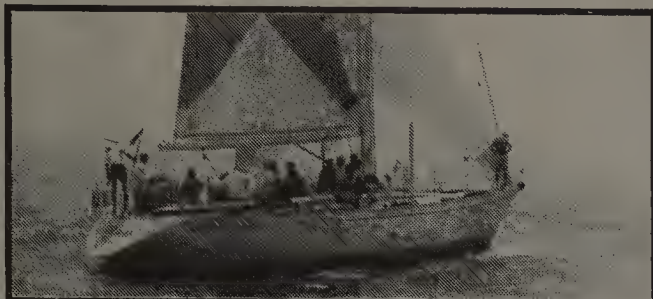
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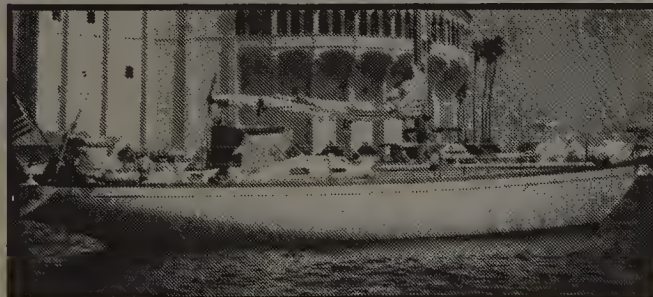
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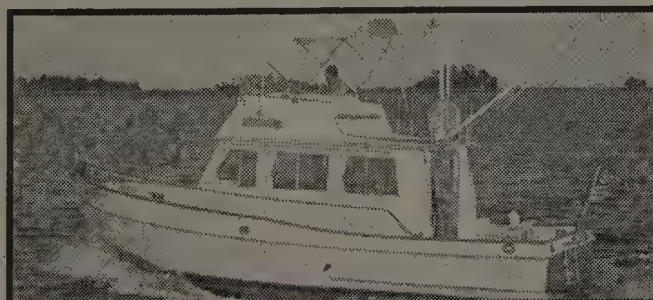
SWAN 53 HAKAI (1989): Lightly used & recently upgraded w/ new generator, Reckmann furling headfoil, & watermaker, she's equipped for both racing & cruising. Formerly *To The Max*, she has fresh racing sails, a dacron main & Vectran furling headsail. **PAC. NW. \$649,000.**



SWAN 53 Extended Transom (1987): Featuring counter stern with 2.5' extra deck space, + 2 large lazarettes for dinghy, OB, and liferaft storage. Cruise equipped w/Scheel keel, furling main mast, electric winches, and generator (new), immaculate. **Newport Bch. \$625,000.**



SWAN 43 HUMBLEBEE (1971): Under the same ownership since 1978 and used only for local cruising, this boat is in superb condition. Equipped with 10 sails, autopilot, GPS, heating, electric windlass and lots of good cruising gear. **Oxnard, CA. \$98,000.**



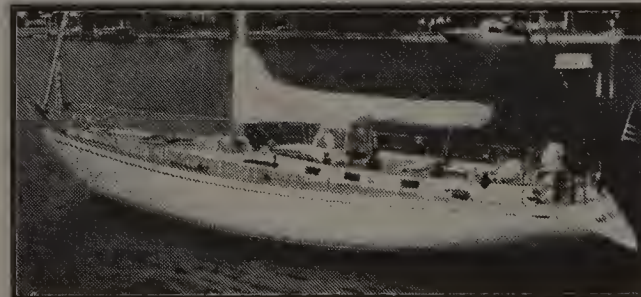
GRAND BANKS 32 (1987): Loaded with gear but barely used, with only 490 hours on Lehman 135hp diesel. Radar, AC, gen. (29 hrs), Robertson AP, and a tasteful interior decor. **Newport Beach. \$105,000.**



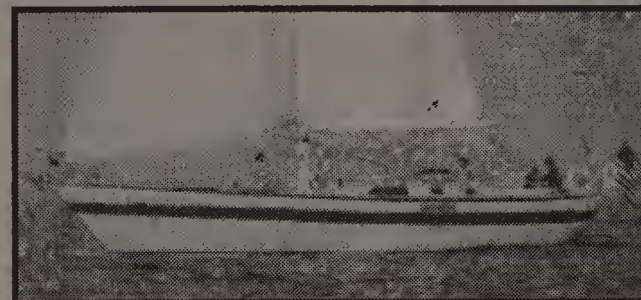
SWAN 51 HARLOT (1985): One of the last of this model built. In gorgeous condition. Full inventory of racing sails, new '94. 4 cabin interior, radar, refrigeration, furling jib, inverter, and windlass. **LONG BEACH. \$340,000.**



SWAN 42 (2 available): MYSTERE (1983), located in Newport Beach, is immaculate. **GLISADE**, in Ventura, also shows well. Both have extensive equipment, including racing and cruising sails, windlass, inverter, autopilot. **From \$185,000.**



SWAN 47 ZEPHYR (1979): Purchased by the current owner in 1989 and highly upgraded since then, including new topsides, watermaker, leather upholstery, B&G Hydra 330, SSB, Trimble Navgraphic, and new Perkins diesel. **SAN DIEGO, \$235,000.**



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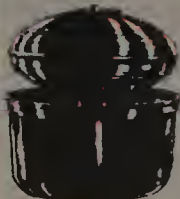
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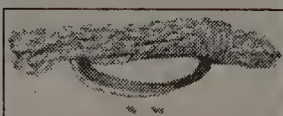
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allowed.

As far as we've come in the industry, I am amazed that this most basic, simple and obvious safety policy is not standard. At best there seems to be some watered down suggestion that, 'If you can't swim or the conditions warrant it, it might be a good idea to wear a PFD.' This is a bad joke, not a policy for an industry that thinks of itself as professional. Larry Klein — a great sailor, a sailing school owner, and a good swimmer — is no longer with us for lack of wearing a PFD.

Look around at the rest of the society and the other recreational industries with which we compete and in which many of our sailors also participate. You can't rent a bicycle without being willing to wear a helmet. No river rafting or kayak company would allow you aboard without wearing a flotation device. Years ago the automobile industry realized the major cause of injury in accidents at any speed was the unrestricted movement of passengers in a collision, thus we now all wear seatbelts. And the airbag is quickly becoming the option of choice. This is a safety conscious society, and our lack of consistency and commitment on this issue is counter to our public's expectations and good sense. The major cause of death in our sport is drowning. The best solution is flotation, worn not stowed!

As sailing school professionals, we are trusted to model and teach the state-of-the-art techniques and approaches. We introduce the novice to a life-enhancing activity, the love of which hopefully will be passed on for generations. It is our responsibility to make sailing as safe as possible by setting an example and developing the right habits in our students from the very beginning. I invite *Latitude* to do the same.

Anthony Sandberg
President, OCSC, Inc.
Berkeley

NO BIG DOWNSIDE

I commend the St. Francis YC for being safety conscious with their new rule that requires PFDs to be worn during races. This will save some lives on the Bay and there is no big downside to requiring them. This will be good for the sport and will show our junior sailors the right way to do it.

A. James Scholz
Millbrae

MY COMPLIMENTS

I think the St. Francis YC should be complimented for leading the way on the PFD issue. It's high time we do this in our sport.

Nancy A. Burkhart
San Mateo

IT'S NO BIG DEAL

The St. Francis YC is on the right track with their new PFD racing rule. It's no big deal if everyone plays by the same rule.

Paul J. Smoot
San Mateo

THEY CAN TAKE CREDIT

I congratulate the St. Francis YC for having some *ganucchis*. By announcing their PFD rule they will probably take some heat, but in the end they can take credit for helping the sport do the right thing.

Merrill G. Emerick
Menlo Park

A GREAT IDEA

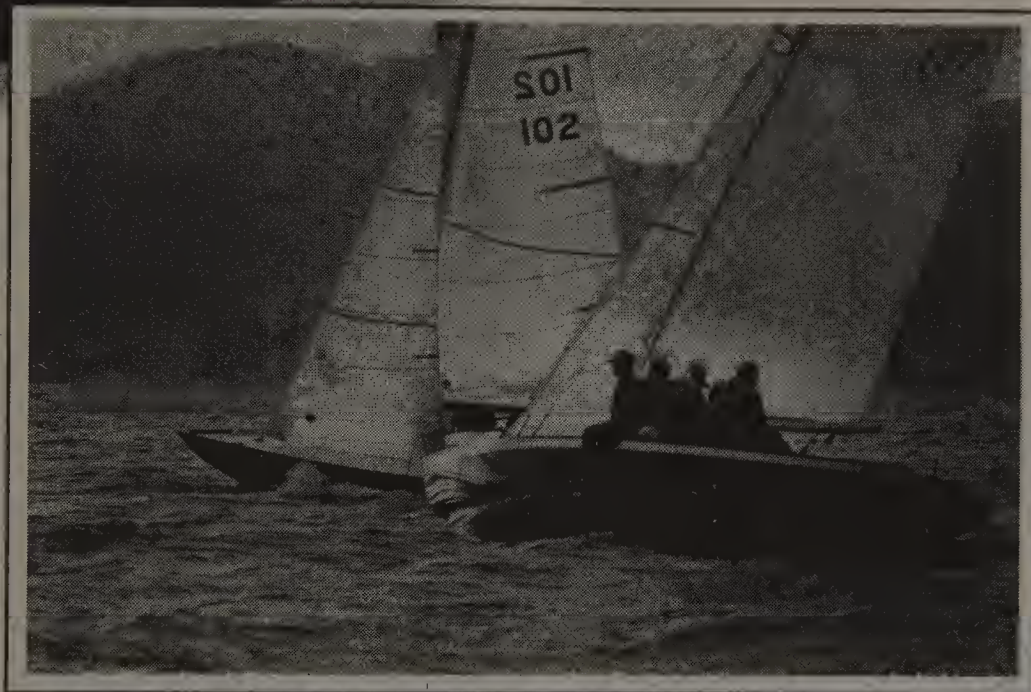
Requiring sailboat racers to wear PFDs is a great idea. It should have been done 20 years ago, so what's the big deal?

Denise I. Fox
Pacifica

Readers — Just so everyone knows, the above five letters arrived on the same day, on the same paper, in the same kind of envelopes



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LETTERS

— three of which hadn't been canceled by the ever-efficient Post Office. The signatures, however, were all genuinely different.

⇓ I DO NOT SEE ANY DIFFICULTY

Commodore Anderlini's letter about St. Francis YC's new PFD requirements for next year's racing should not be viewed as a 'hot potato' issue. Wearing a lifejacket was a standard rule in all junior and collegiate regattas I competed in. Lifejackets are currently required in both the Melges 24 and 11:Metre class racing in which I actively participate.

After wearing a lifejacket in a wide range of boats over the last several years, I do not see any difficulty in wearing a personal flotation device for the upcoming regattas on San Francisco Bay.

Seadon Wijsen
Point Richmond

⇓ FREE MEN AND THE COAST GUARD

With all the talk about the role of the Coast Guard in recent issues, I was struck by a quote from the 1997 *Mariner's Book of Days*, January 20th:

"Coast Guardsmen will always keep in mind that their countrymen are free men and, as such, are impatient of everything that bears the least mark of domineering spirit." — Alexander Hamilton.

I guess this controversy has been around for a few hundred years!

Van Tunstall
Windwalker
Santa Cruz

Van — It wasn't really a "controversy" during the birth of our republic as much as a matter of defining how far law enforcement should be allowed to impose on the rights of citizens.

On a similar topic, Attorney General Janet Reno, in her first appearance before the Supreme Court, argued that police officers should be able to routinely order passengers out of stopped cars because: 1) it would only be a brief and temporary inconvenience, and 2) officers who stop cars are vulnerable to attack.

While the Supreme Court hasn't ruled on the matter, virtually all the justices, including tough-on-crime Antonio Scalia, ripped Reno's position. Justice Anthony Kennedy said it would be a "prolonged seizure" if an officer ordered an entire family out of a car to wait while the driver's records were checked. Justice Scalia wondered if Reno would want all the passengers ordered off a bus because the driver had been speeding. "You want no reasonable limitation," he told Reno.

Justice Sandra Day O'Connor, in what was reported as "hostile tones", asked how long passengers could be made to stand outside a vehicle while the registration and license were being checked. And what if it were raining, snowing, or a confused driver didn't understand what limits there might be. O'Connor asked if the police would shoot a driver if he or she didn't understand the officer's order.

According to knowledgeable observers, O'Connor and other justices seem to think that officers need some specific reason before they order passengers to get out of a vehicle.

The laws regarding searches of boats are somewhat different than cars, of course. Nonetheless the Supremes seemed to be making a clear statement about the importance of the Fourth Amendment. Specifically, that unwarranted searches — if conducted at all — be brief and limited by reasonableness. Most Coastie searches of boats can accurately be describes as "prolonged" and "unreasonable".

Interesting, too, that the justices are such strong supporters of citizens' rights — even at the expense of the safety of law enforcement officers. Of all cops killed, 14% die after stopping vehicles. Ironical, isn't it, that the Coasties are allowed to perform their duties in comparatively Gestapo-like fashion even though not a single one of them has ever been killed during a boarding? If Sandra Day O'Connor found out how the Coast Guard was handling 'safety

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taken at the
start of the
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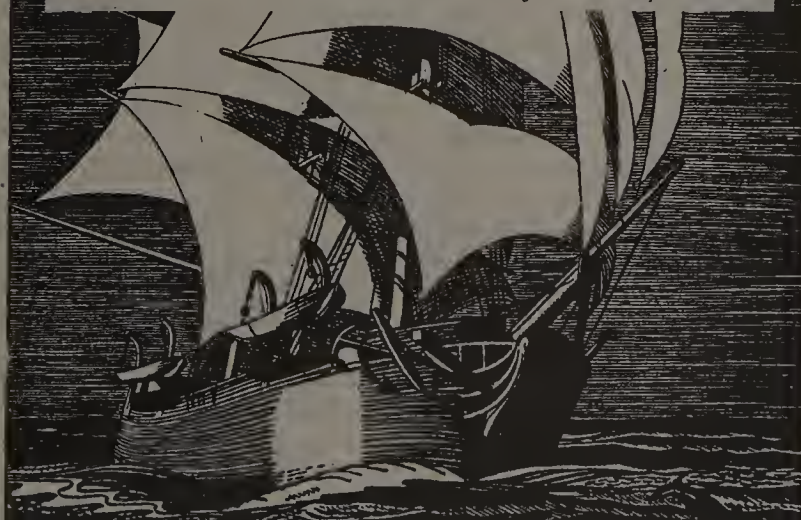
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— Herman Melville, 'Moby Dick', Chapter XXVI



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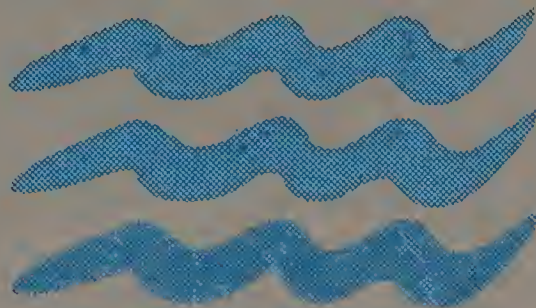
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inspections', we think she'd put the Commandante over her knee and give him a big spanking.

↓↑LONG, GREASY, FLEA-INFESTED HAIR

Regarding all the Fourth Amendment rights flap, I have an entirely different story. Over the past eight years, I have spent about 1,200 days at anchor or cruising in and around the waters of the Bay and the Delta. I have had numerous experiences with the Coast Guard, Harbor Police, and Fish & Game vessels coming alongside. I have not experienced even one unfriendly or intrusive encounter.

Their question is usually, "How are you doing?" Most often I invited them aboard or at least offered them a refreshment — which they always declined. I assume that for my safety, and the safety of others, they were trying to determine if I might be one of the many incoherent boaters — or even worse a belligerent, frustrated, and hateful jerk who knows nothing about the enjoyment of safe boating. Do we need these law enforcement people? You bet we do! I have had boats run over my fishing lines, tangle up in my anchor rode, and even crash into my boat — causing thousands of dollars in damage.

I think I can give you a profile of these boaters — one that will also fit the editors of *Latitude* as well. During the '60s, these people were barefooted, wore Jesus-type robes, and had long, greasy, flea-infested hair, and walked around with a mongrel attached to a string. They referred to neatly dressed policemen as 'pigs'. What's worse, they embraced every overzealous law-making liberal Democrat that ran for public office. For 40 years these politicians bragged about the multitude of laws they put on the books. Thank you, idiots!

People like Ronald Reagan, Rush Limbaugh, and Newt Gingrich have been lecturing and writing for years, asking your help to get intrusive government off our backs. I suggest you congenial cry-babies throw your *Latitudes* and *San Francisco Chronicles* in the trash and get a life for yourself. Set your anchor and enjoy a good book once in awhile. Take a safe boating class now and then. I guarantee the authorities won't harass you.

Ask yourself who and what you've been voting for all these years. Did you really expect a different result? How? Why? Try a little introspection.

Leo Stewart
Walnut Creek

Leo — Let's see if we got this straight. You hate intrusive government, but you don't mind warrantless searches of your floating abode. Curious, to say the least.

By the way, one of things the *Wanderer* is most proud of in nearly 20 years of publishing *Latitude*, is that he still only wears shoes to work during the four cold months of the year.

↓↑THE COST OF LAND STORAGE

After completing a 14-month cruise through Southern California, Mexico and Hawaii, we have decided to spend a couple of years volunteering our technical skills at the Dallas center of Wycliffe Bible Translators. Since trucking our boat to Texas is beyond our budget and sailing her to Galveston is impractical in terms of time, we're either going to sell her or store her on the hard for two years. That's what we need advice and information about.

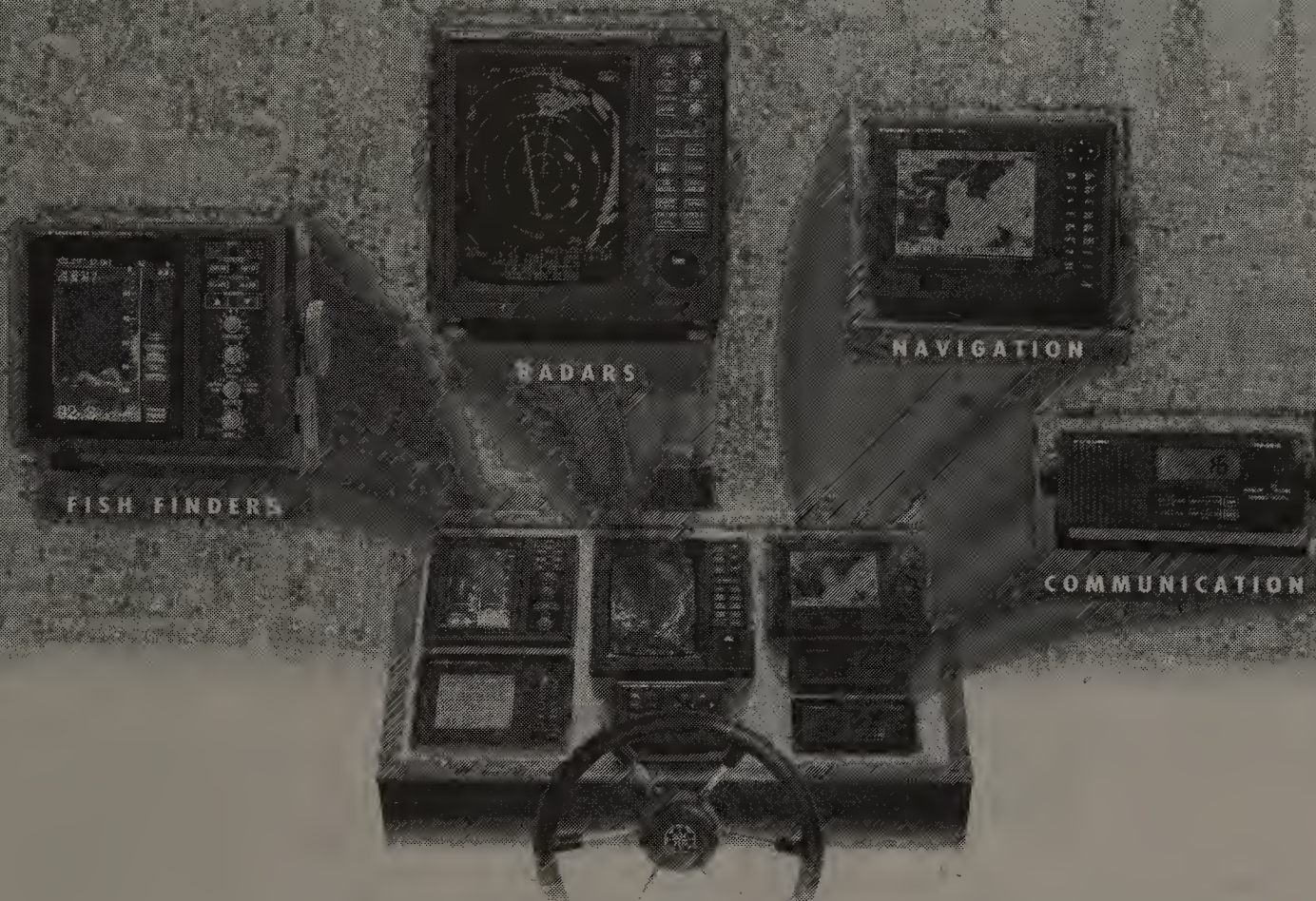
What are the current particulars and costs of land storage in San Carlos, Mexico? And are there any other closer alternatives for low-cost, long-term, storage?

David and Barbara Colborn
Alerion, Bristol 38
Alameda

David & Barbara — We spent about 15 minutes on the phone and came up with the following:

1) Haul and launch at San Carlos would be \$260, while the storage would be \$98.33 per month, for a grand total of \$2,620.

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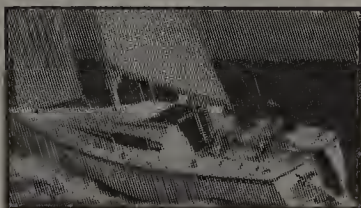
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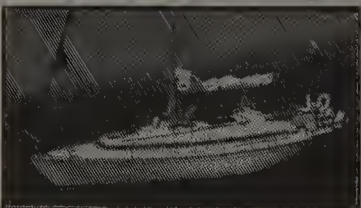
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2) In the water storage at Mazatlan Marina, with double slip and 'spider' tie up, would be \$3/ft for a grand total of \$2,736.

3) Haul and launch at Nelson's in Alameda — for just one example of a Bay Area yard — would be \$266, while storage would be \$228/month for a grand total of \$5,738. You might well find an even lower rate on the periphery of the Bay or up in the Delta. Vallejo Marina would rent you a slip for \$182/month for a total of \$4,368.

4) Lots of people have houses or condos with docks in back, but no boat. We bet you could find somebody who'd be willing to rent you 'storage' berthing for \$100/month or so, for a total of about \$2,400. You could reach them through the Classy Classifieds.

All of the options have their advantages and disadvantages, but at least there are plenty of options.

RE-EXAMINE THEIR ERRANT POLICIES

I'd like to apologize to the anonymous Coastie in the October issue who was offended by my remarks regarding the skin conditions of the Coast Guard boarding party that illegally searched my boat. When one experiences a traumatic event such as an unwarranted armed boarding without probable cause, it leaves indelible images in ones' memory. And this is what happened to me.

I know that there are many Coast Guard personnel, such as the anonymous writer, who are dedicated to continuing the fine work the Coast Guard was known for in the past. However, I have also encountered several who were overzealous in the performance of their mission to the point of being 'drunk' with authority. They felt their designation as 'Federal Officers' somehow elevated them to a superior status; the 'us versus them mentality'.

I would also like to respond to Captain Terry Hart's October letter. Capt. Hart stated that the display of a Coast Guard Auxiliary inspection sticker would relieve a boatowner from random inspection. That is not the case — at least not in all districts. Although I directed the boarding party's attention to my voluntary inspection sticker, they were totally unimpressed — and proceeded with the boarding despite my protests. I haven't bothered to display an inspection sticker since.

I also wish that Capt. Hart would not refer to boaters as his 'customers' or apply other politically attractive labels. Customers have the right to pick and choose, to purchase or participate. This is not the case with Coast Guard boardings, which are carried out against our will.

The time is right for the higher echelons of the Coast Guard to re-examine their errant policies and terminate this terrorist activity. For those who think terrorist might be too strong a term, look it up. Any government agency that performs an armed boarding of a private vessel without probable cause and a warrant is no better than a terrorist. Just imagine how the stockholders of a public corporation would react if its corporate officers devised and implemented such an ill conceived, inefficient, dangerous and misguided strategy to enhance public safety. Not only would downsizing be assured, they would spend the rest of their corporate days in the 'legal washing machine'. As responsible citizens, we are all duty-bound to resist this conditioning and use whatever means necessary to restore Constitutional guarantees.

Lastly, it is not my intent to limit the Coast Guard's capability to carry out their mission. All I ask is that they adhere to the laws they are sworn to protect and preserve.

Again, please do not print my name, as I have several federal licenses to protect, and I am not in need of governmental 'enlightenment' during the renewal process.

I would like to thank *Latitude* for providing an open forum for the discussion of subjects that affect mariners throughout the world. Your witty and thoughtful responses must be the envy of the publishing profession. I have been a reader since the early years and like other addicts, eagerly await each issue.

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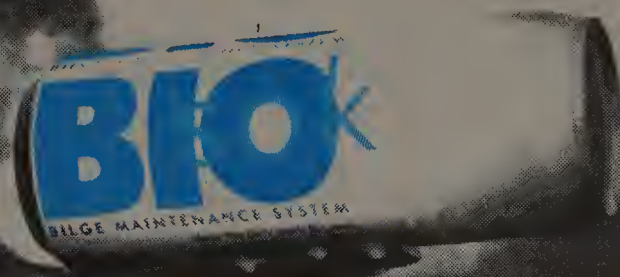
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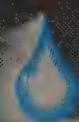
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INTOXICATED BY SUCH A HEADY BREW

Thanks for a great publication — one that gets read cover to cover aboard my *Interlude* every month. We all followed and applauded your efforts to chastise the San Diego Harbor Police, and get them to improve their relationship with recreational mariners. And now we want you to know how much we appreciate your concerns regarding the obviously phony 'safety' inspections being carried out by the Coast Guard on San Francisco Bay.

It was interesting to read the theories suggested in the November issue for the real reason for the inspections — as opposed to the specious ones offered by Capt. Hart. The idea that they are somehow related to continued funding from Congress is intriguing.

The impression I've gotten is that 'safety' boardings are extremely common in San Francisco Bay. Several readers even mentioned being boarded more than once. In over eight years of sailing nearly every weekend on Santa Monica Bay and beyond, my boat has never been boarded by the Coast Guard once. (Although the Harbor Patrol did ask to see our life jackets on one occasion when they investigated a missing registration sticker.) No one else I know here has ever been boarded either.

We're all wondering why we're not boarded down here. Is Santa Monica Bay a sufficiently safer boating environment that such inspections aren't needed? Are there fewer drug smugglers and/or illegal aliens coming in to Los Angeles? Does Congress not need this type of statistic to calculate their funding allocations to our area? Or can the difference be explained by the outlook of the local Coast Guard administration? Or is Northern California just under the command of another power-crazed bureaucrat who has risen to his own personal level of incompetence, been intoxicated by such heady brew, and now run amok?

Peter Hatch
Islander 36, *Interlude*
Los Angeles

Peter — That a government agency engages in a flurry of meaningless activity to justify maintaining or increasing a budget is standard operating procedure. It's also done in all large schools, corporations and other bureaucracies.

The Coast Guard claims they have to be more efficient with their budget because of recent cuts, and the way to do this is by taking a "proactive" approach to safety. In other words, conduct safety inspections to prevent Search & Rescue situations from developing. This would be more believable if: 1) They conducted safety inspections more efficiently, specifically on the dock as opposed to on the water, and 2) Their safety inspections had any effect on the reduction in marine recreation accidents.

We're not aware at what level the local boarding policy is determined. We do know that boardings have been dramatically increased in San Francisco Bay during the last year. On many occasions, however, boarding parties have simply hung outside a harbor entrance waiting to pounce. While we can't confirm it, we've also been told that one boarding party went boat by boat through some anchorages at Santa Cruz Island this summer, and that on another occasion the Coasties hit every boat leaving Channel Islands Harbor.

There's an obvious reason for so few Coast Guard boardings in and around Marina del Rey: The Baywatch crew can handle everything. Say, that gives us an idea: Let's have a show of hands of how many readers think the gun-toting, authority-tripping Coast Guard should be replaced by a Baywatch type agency — with friendly staff in revealing uniforms — for all but far offshore rescue work.

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The Sausalito Yacht Club received the St. Francis YC letter regarding mandatory lifejacket use. At this time we are not prepared to implement this requirement, but we do emphasize safety in our

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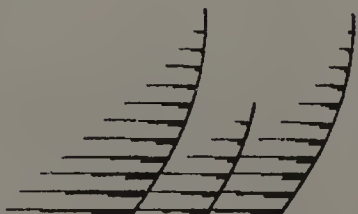
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race instructions, regularly suggest lifejacket use, and are always prepared to fly 'Y' when conditions warrant, especially in high winds and/or darkness.

The PFD of choice for racing has become the inflatable and it is alleged that they now have Coast Guard approval. However, we have not seen many on the market. When CG approved inflatable PFDs are readily available, the SYC Race Committee will revisit mandatory use for SYC races, since one PFD will then meet both the Coast Guard and Race Committee requirements.

Personally, I require my crew to wear lifejackets at all times and provide unapproved inflatables for those who do not have their own. Safety harnesses and jacklines are required for heavy Bay weather and all ocean sailing aboard my boat.

Pat Broderick, Race Director
Sausalito Yacht Club

⇓ OUR SURVIVOR 35 KEPT PACE

I read with great interest the July letter from Christian Johnson of Recovery Engineering, in which he discussed reliability and service issues relating to his company's PUR watermakers. After reading *Latitude's* response to Johnson, I was amazed at the bad luck and/or service you experienced with your PUR 80. Although your tale has great anecdotal value as a demonstration of Murphy's Law, I feel you were unnecessarily harsh on PUR watermakers and the company that makes them.

Since watermakers have become so ubiquitous and an important item in the cruising world, I hope you will publish this opposing view for the benefit of those still making decisions about what to buy.

After 18 years of living aboard, we installed a PUR Survivor 35 on our 34 foot Aloha sloop in the fall of '95. We subsequently spent five months cruising Mexico as far south as Manzanillo. During that entire cruise, we never took on a drop of water from a shoreside source. Although two of us used a luxurious six gallons/day on the average, our PUR 35 easily and reliably kept pace with our needs. I estimate we produced about 600 gallons during the course of our cruise.

Having heard some of the stories about breakdowns, we decided to test our watermaker under extreme conditions. We ran it regularly while anchored in the San Blas Estuary, with water temperatures above 80° and visibility about six inches. The PUR 35 produced water that was sweet and good.

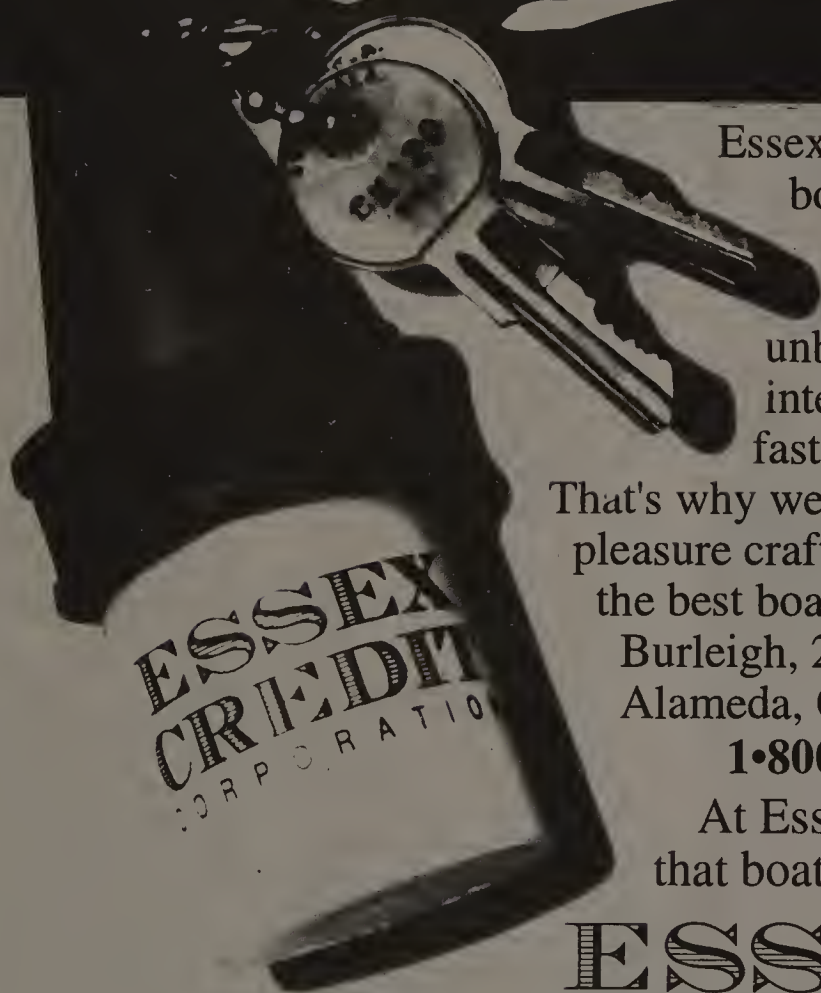
We met many other cruisers with watermakers, especially the PUR 35 model. Some were very satisfied and a few were disappointed. As I listened to the praise and complaints, a pattern emerged: cruisers who were knowledgeable about and used to maintaining their equipment tended to be very satisfied with their watermakers. Others, who thought that their watermaker was an install-and-forget turnkey system, or who were not very knowledgeable or diligent about maintenance matters, tended to be the ones who had problems.

For what it's worth, I have some suggestions for anyone wanting to get reliable service out of their watermaker. 1) Run it frequently — every day, if possible — especially in the tropics. 2) Change the prefilter often. It helps to mount the filter holder where you can get at it easily for checking and replacement. Don't throw the dirty element away, but rinse it in seawater for reuse. 3) Use the biocide frequently. While in tropical waters, we would treat our unit with biocide if it was not going to be used again within 24 hours! In the San Blas experiment, we flushed with biocide daily! 4) Be prepared to overhaul the unit every 500-1000 hours to replace O-rings, seals and valves. The overhaul process is well documented in the PUR owner's manual. After a cautious first time, it's less than a two-hour project. The total attention required is much less than competent cruisers would give to other important support systems such as the diesel.

After our return to the States, I contacted Johnson and discussed my experiences with him. I found him to be genuinely interested in the performance of PUR equipment and more than eager to address any problems cruisers might have. I, for one, am convinced the PUR

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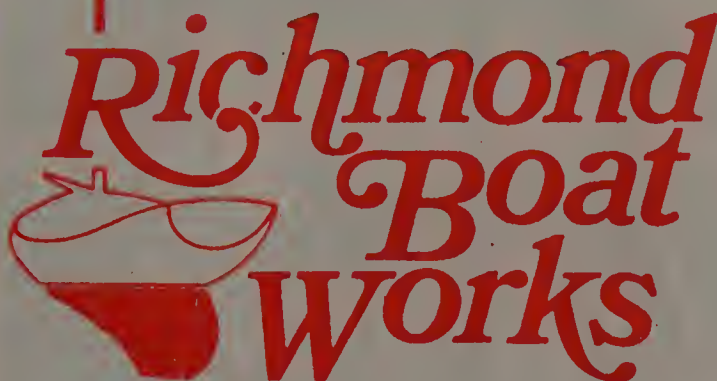
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LETTERS

35 watermaker is an excellent product and that Recovery Engineering is ready and willing to stand behind their products. That, at least, has been my experience.

Gary E. Albers
Santa Barbara

Gary — We always, always, always welcome the opinions and experience of others, especially when they are in opposition to ours. Thanks for taking the time, and thanks for your fine tips.

↓↑YOU CAN'T FILTER FUEL WHILE YOU'RE TAKING IT ON

During the course of a seven year circumnavigation, you learn a few things. I'd like to share one of the most important things that I learned.

When taking on fuel, you generally have to do it as quickly as possible. If you don't, the vendors normally become grumpy and/or tell you to take your business elsewhere. This means you can't filter the fuel as you take it on.

Given the quality of fuel in many foreign countries, if you can't filter it while taking it on, you're going to get lots of dirt and water in your tanks. During my circumnavigation, I had to change fuel filters frequently, and in many countries it was impossible to find replacement Racor filter cartridges. This caused me many problems in my attempt to keep my engine running.

After many hours of trying to figure out a solution, I came up with the following idea: I went to a home improvement store and bought a sediment water filter with a see-thru housing. The housing, a screw on bowl type, has an 'O' ring, so it seals tightly and withstands high pressure. I also purchased a 20 micron paper cartridge for the filter, then wrapped the cartridge with a fine mesh brass screen. This was all secured with plastic wire ties.

I put this filter in the fuel line between the tank and my Racor filters. Thus I was able to remove all the dirt and water before it got to my Racor filters. I drilled and tapped the plastic housing, and put a drain spigot at the bottom to drain off the water. It worked perfectly.

P.S. Many people have asked if you're going to print something about my circumnavigation. What's up?

Merl Petersen
Schooner Viveka
Redwood City / Honolulu

Merl — We love being able to pass along little tips such as you've provided. Thanks.

↓↑IT WAS A HUGE UNDERTAKING

I just read the short item in the November issue on Merl Petersen's circumnavigation. I met Merl at the Hawaii YC in '71 after a race, and he invited me to see his schooner Viveka. At the time she was but a shell in the water; no masts, no deck, no interior, and no engine.

Merl told me of his plans to sail around the world. It was a huge undertaking, and hardly anyone believed he would complete the project. He not only completed the boat, but a trip that most people only dream about.

In any case, many of his friends — myself included — would like to hear more about his exploits during the circumnavigation. Merl is truly and unique individual.

Lu Dale
Newport Beach

Lu — We've gotten all the raw material — and it is 'raw' — from Merl, but it's going to take some time to distill it down into an article or two. And while he never repeated his most famous exploit — he had an elephant water ski on San Francisco Bay! — it includes some good stuff.

By the way, he prefers 'Merl' to 'Merle' and insists on 'Petersen' as opposed to 'Peterson'.

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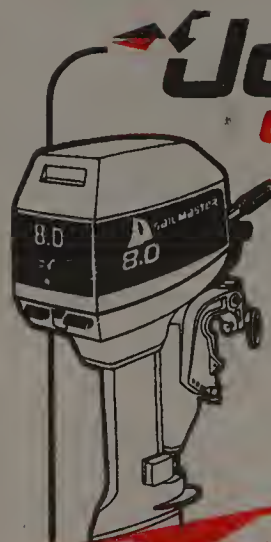
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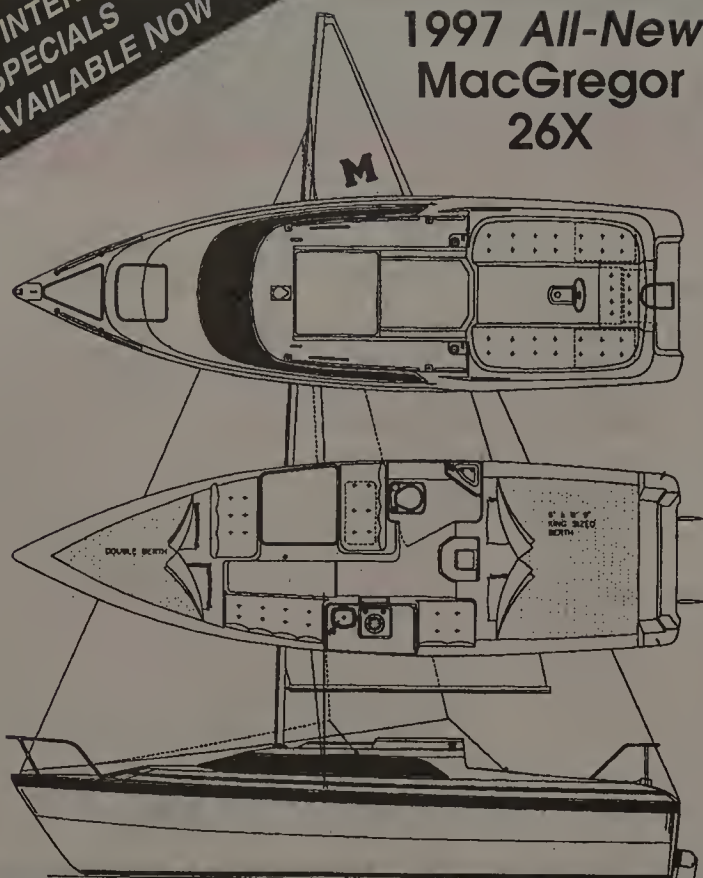
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LETTERS

SEND ME SOME RECENT ISSUES

I got your address through the kindness of a friend from Berkeley. He said that in his opinion yours was one of the best publications in the San Francisco Bay area.

He also told me that you publish plenty of information about boating in Northern California. Since I'm very interested in the yachting scene and events taking place on the West Coast of the United States, could you possibly send me a few of the recent issues of your magazine? I can't find it here in Europe.

Neven Sandic
Istok, B I/19
Yugoslavia

Neven and our readers — As much as we'd love to honor your request — we get a number of similar ones each month — it would be prohibitively expensive. Mailing three magazines to Yugoslavia would require nearly \$15 in postage and expensive special handling. It would make a lot more sense if you just moved here and picked them up for free.

A TERRIFIED COOK SKIDDING YOUR WAY

Just a quick note for anyone who would like to experience sailing as it must have been 100 years ago. Last fall I made a passage right out of Voyage. I joined the converted fishing vessel *Alvei* — which has been featured in *Latitude* several times — and is now a three-masted topsail schooner carrying six 'squares'. We left Oporto, Portugal, in mid-October for the 600 mile run to Funchal, Madeira. During the 20-day(!) passage, we had a mini 'Whitbread experience' — minus the speed and the icebergs. There were long days and nights of drifting in calms and taking saltwater bucket baths on deck, mixed with blistering squalls and three of the best blows I've ever experienced. The mate's handheld wind indicator registered two Force 8s and a Force 10.

We might have been able to avoid the weather had we more and better communication equipment. The very minimally equipped 100-footer only had an EPIRB — which, of course, doesn't receive — and a single handheld VHF!

But kudos to owner Evan Logan's choice of hulls — even though *Alvei* had to be kept before the weather at all times. And you haven't lived until you've seen a terrified cook skidding your way holding five gallons of steaming beans!

I've done a little schooner surfing, but driving that 100-footer "like a chip in a washing machine" — and with Logan on the topsail yard standing lookout off Gibraltar — was a peak experience for me. In any event, I can say I've 'been there and done that', although I gladly left ship at the first opportunity.

Lucky in Lisbon
Oregon

Readers — We had a telephone conversation with 'Lucky', who told us that while Logan is a patient, easy-going, and tolerant skipper, his schooner is in extremely primitive condition, doesn't sail very well, and is woefully underfinanced. A report from Logan on what *Alvei*'s been up to would seem to confirm most of these opinions. The converted fishing boat did make it to Costa Rica — but just barely.

Dissatisfied with the situation, Lucky jumped ship at Madeira. He flew back to Spain where, out of money, he appealed to the U.S. Embassy for help. His experience proves you only want to do this if you're totally desperate. "They bought my plane ticket and housed me in a bed & breakfast. Unfortunately, they spent an exorbitant \$1,400 on the one way ticket, and \$377 on the B&B. I have to pay it off, because they stamped my passport with a "No good for travel" after the date of my flight home!"

CHARTERING IN THE CHANNEL ISLANDS

There was a letter to the editor in the December issue requesting



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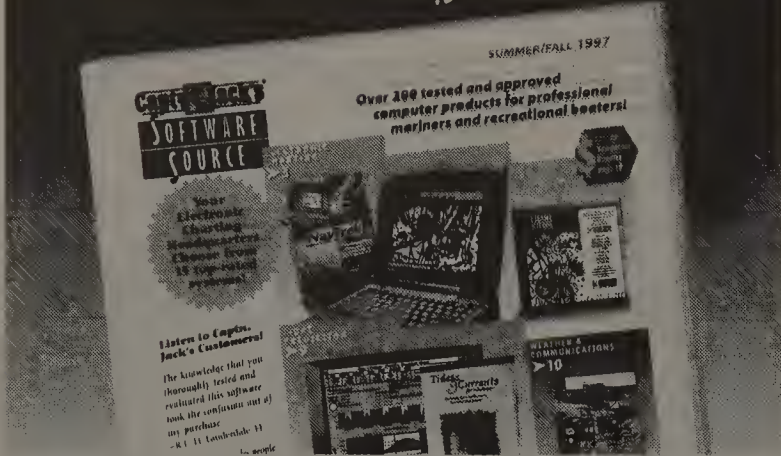
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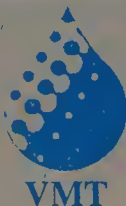
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LETTERS

information on chartering in Southern California's Channel Islands. Here's that information.

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Santa Cruz Island is only 18 miles away. You need a permit to land on Santa Cruz, but they are easy to obtain. Either call (805) 962-9111 or pick one up at Marina Sailing. The cost is \$20 for a 30-day permit. Santa Rosa and San Miguel Islands do not require a permit, but do require arrangements with local park rangers. For information and arrangements, call the Channel Islands National Park Headquarters at (805) 644-8157.

The Channel Islands are both accessible and spectacular. For more information on chartering in the Channel Islands, we can be reached at (805) 985-5219, or you can visit our website at <http://marina-sailing.com>. The site also includes lots of information on the islands, real time local weather, and some other interesting links.

Rob Newburn
Marina Sailing of Channel Islands

LIEN ON ME

How about a follow up story to October's *Looking Bad*? When I saw that the Cal 20 in the photograph "could probably be brought back to sailable condition with a major scrubdown, bottom job, and new rig", I got a gleam in my eye that would make my wife hide the checkbook.

Can you tell me where and when lien sales occur around the Bay Area? I guess they're regularly scheduled. I would assume that you wouldn't have the opportunity to do a survey on these kinds of boats — which, in any event, you could probably pick up for less than the cost of a professional survey.

So what do you think about when you attend one of these sales?

Kevin Dwan
Sebastapol

Kevin — We don't think anything when at lien sales because we don't go to them. Everyone has their own beliefs, of course, about what's important about a boat. For some people it's price. Getting a good deal is a higher priority than getting exactly the boat they want. This would never work for us, as it puts way too much value in money. We've always preferred to fall hopelessly in love with a boat, then figure out how the heck we're going to pay for her. We've truly loved every sailboat we've ever owned, so it's worked for us. Naturally, there's little variety at lien sales, and we doubt we could have ever found the boats we wanted in any sort of timely fashion.

We're not aware of regularly scheduled lien sales. If anyone is, perhaps they could write in with that information.


COST AND PAPERWORK

I've been sailing for the last 12 years and have enjoyed *Latitude* from the start. For the last 10 years I've owned a Rawson 30 with the sole intent of someday going cruising. I'd hoped to leave a couple of months ago as part of Baja Ha-Ha III, but just had too many projects to get around to.

With one foot on deck and the other on a banana peel, I am determined to cast off all lines and depart for Southern California this summer. Then I'll sail south to Mexico around Thanksgiving. I would appreciate your help in my final preparations; specifically, the cost and required paperwork for cruising Mexico and joining the great Baja Ha-Ha experience.

Dennis Koehas
Voyager
Lincoln, CA

Dennis — If you want to join Baja Ha-Ha IV, you'd better be ready



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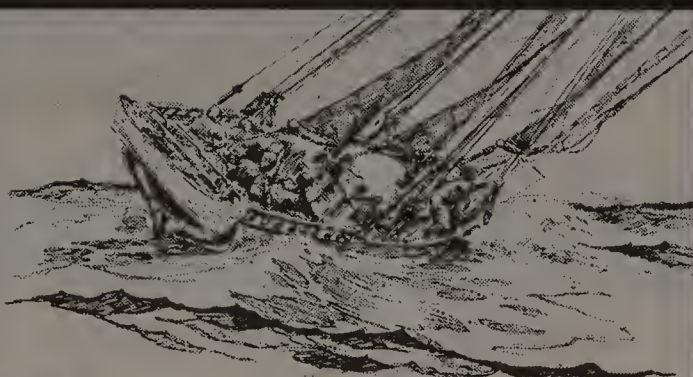
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LETTERS

to go on October 28, because that's the day the slower boats will start. Entry forms will probably be available in May, and the cost will be between \$99 and \$149.

As for the cost and required paperwork before leaving for Mexico, the answers are zilch and zilch. We arrived in Cabo this November with nothing but the boat's document (state registration would also do) — and our passports (birth certificates work). If we were going to stay in Mexico, we would have had to get a Temporary Import Permit, which costs less than \$5. Had we wanted to fish on the way down, we would have had to get license for each of the crew and the boat before leaving San Diego.

Periodically there are changes in what's needed and possible fees for sailing into Mexico, so when you get to San Diego monitor the Cruiser's Net on 68 at 0800. Hosted by Downwind Marine, they'll have all the latest information, addresses and phone numbers. Rest assured, however, that Mexico is one of the greatest cruising bargains in the world.

⚓ NOTHING COULD BE WORSE FOR RACING

The November issue of *Sailing World*, which all members of US Sailing receive, contained an article by John Fisher urging a return to the 'skipper handicap' method for modifying PHRF ratings. Nothing, in my view, could be worse for racing.

I'm old enough to recall the system used by the Handicap Divisions Association (HDA) many years ago and up to about 1977, when HDA turned to PHRF under the guidance of Jim Boles and Ed Homer — with assistance from Peggy Gregory of Southern California PHRF. Under HDA's old system, the boat's rating was based on demonstrated performance with a 5% adjustment per race — i.e., new rating = current rating x 19 + last race performance second/mile all divided by 20. This was done regardless of the condition of the boat, sails, and how well or poorly the boat was sailed. It led to sandbagging at its worse, discouraged real competition, and was an all around disaster.

PHRF, CCA, MORC, IOR and IMS are all superior to that system. The current PHRF system is not perfect, but at least it encourages the racer to do his best and keep his equipment in good condition. You cannot design a boat to PHRF either, as it will be rated to its potential, within the capabilities of the committee to assess its performance. And when we goof in an initial rating, we try to fix it. *Insufferable*, a beautiful aluminum N/M 30-footer, is a good example. We goofed on our initial rating and her handicap was adjusted downward from 126 to 117.

As noted in an earlier article we are working on rating adjustments, where appropriate, for predominately downwind point-to-point races. At least some of us on the committee also believe that Ultra Light Displacement Boats (ULDB) should race in a division separate from LDB and MDB designs.

A final criticism of Fisher's proposal is that it would create a further administrative YRA workload, and I for one would just about as soon see a lottery system where you just pick the trophy positions by a drawing. His system was a failure 30 years ago, and it would be a failure today. If you really must have the fairest racing of all, get into a strictly controlled one design fleet and go for it.

Dave Few
Chairman, Northern California PHRF Committee

⚓ ODCA RESULTS DON'T PORTRAY THE WHOLE STORY

Having just read your *Season's Champions, Part II* article, I'm writing to call your attention to the fact that the J/105 fleet has, for the past several years, put together its own schedule of events leading to our fleet's season championship. These events have been two-day regattas. Our participation with the YRA/ODCA has been limited to Vallejo and the Second Half Opener. We were also on the ODCA schedule for a couple of other single-race events which did not count towards our season championship.

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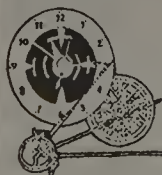


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LETTERS

We have no problem with the One Design Classes Association, except that they don't sanction the type of events we choose to run. We also support the Yacht Racing Association of San Francisco Bay.

I'm enclosing the results of this year's championship. I expect to see several more boats in 1997. We are the only Bay Area offshore keelboat class that is in a growth pattern, but looking at the ODCA results does not portray the whole picture.

Art Ball
Alameda

Art — Thanks for your clarification. Next year we'll profile the winner of the whole enchilada, not the ODCA winner. At least the same J/105, Thomas Sponholtz's Aquavit, won both the 'real' championship as well as the less meaningful ODCA 'subset' this summer. Incidentally, this situation of two winners used to come up routinely with J/24s and Express 27s — both of which subsequently dropped out of ODCA.

⇓⇓ THE NAME AND NUMBER

Can you give me the name and phone number of a boating supply store in Australia that will ship to the United States?

John Quick
Berkeley

John — No. But the phone number for Hood Sailmakers in Oz is 61 2 905 0800. If you call them, they can probably help you out.

Just curious, however. What is it that an Aussie chandlery has that you can't get more easily and for less money in the United States?

⇓⇓ HE DESERVES THE BEST EFFORTS OF DISNEY

Can you forward the following information to Roy Disney — or have him call me? While driving in Maine in 1990, I stopped at a house to acquaint myself with the owner, who — because of a sculpture on his roof — I knew to be an artist. The fellow, French-Canadian Georges Poulin, showed me his artistic creations, which included ink drawings of fantastic characters and creatures.

Poulin told me that because of language barriers and his unfamiliarity with the American movie industry, his attempts to contact someone at Walt Disney Productions had been unsuccessful. If I'd been fluent in French, I'd have called them then and there.

Poulin wants to collaborate with Disney in creating a comic or feature length cartoon based on his characters. Judging from the unusual characters, of which there might be as many as 100, Poulin has a fertile imagination and could easily hold his own with Disney scriptwriters.

Poulin is a humble man whose life deserves the best efforts of Disney Productions, and whose life could be outwardly transformed by the income such a production would generate. I only regret I haven't done Poulin the favor earlier.

Peter Metcalf
Oakley, CA

Peter — We called our good buddy Roy, who told us he senses that one of Poulin's characters will be the long sought after replacement for Mickey Mouse. Disney says he and Eisner will take a couple of the corporate jets up to Maine right after the holidays, search Poulin out, and then ink him to a multi-million, multi-deal contract.

Right.

In the course of doing stories for the magazine, Latitude staff members routinely come in contact with some very wealthy and influential people. Part of the reason these folks are rich and influential is that they have enough common sense not to mix business with sailing pleasure — especially with people like us.

We've only met Disney — the owner of Pyewacket — a couple of times, but we can tell you that he's an easy-going, casual guy who is genuinely well-liked by his competitors and crew. We don't know

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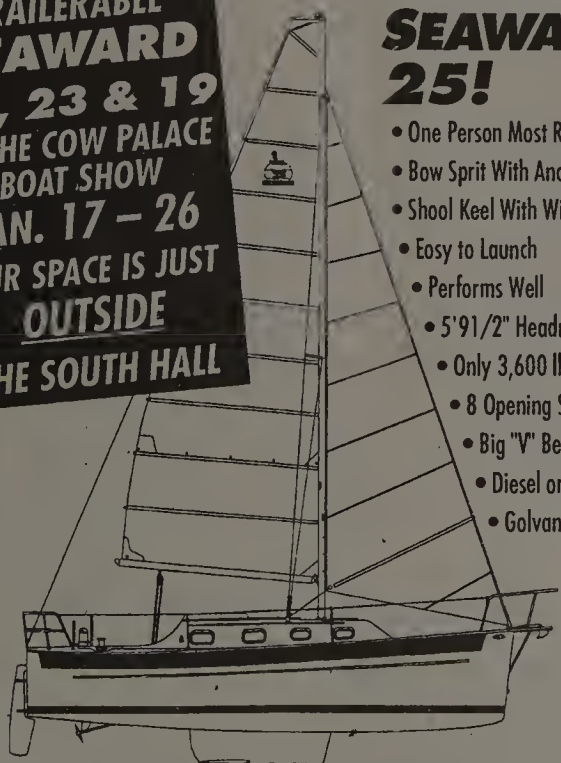
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LETTERS

much about it, but it's our understanding that while he got a jump on life through an inheritance, a while back he played a very significant role in transforming Disney into the entertainment powerhouse it is today.

As for your friend Poulin, he has to realize that he can't wait for drive-by traffic to discover him if he wants to hit the 'big time'. And that it's a long, long way from creating the world's greatest cartoon characters to doing anything commercial with them.

⇓⇑ **THE TWO LOVES OF MY LIFE**

This is my last letter on the subject. A couple of months ago I wrote in to caution people about going cruising if their relationship with a spouse is on shaky ground. I'd gone cruising with my wife and daughter, but after a year my wife filed for divorce, telling me she hadn't cared in a long time.

Then, in last month's issue, Bea Todd weighed in with her opinion that my wife Wendy really did care before we left. Ms. Todd should shut up because she wasn't there and doesn't have any idea what she's talking about.

In addition, Ms. Todd criticized me for having my wife and daughter take a long bus ride home instead of fly, and for me not "paying my dues" by making the Baja Bash with our boat. Were it not for these two things, Todd says, "things might have turned out differently". I have news for Ms. Todd. I wanted to make the bash north, but my wife refused. She is also frugal, so it was her idea to take the bus. I went along with her wishes hoping to save what was a sinking ship. If Ms. Todd is so interested in the details of that relationship, she can call me.

Enough! I'm back in San Diego spending time with the two loves of my life: 1) My daughter, and 2) Some stick-by-you sailing friends in San Diego. I promise that any future letters will be about great sailing adventures.

Tom O'Neill
ex-In Transit
San Diego

Readers — Let's leave it at this: Tom is to be commended for making the point about it being risky to begin a cruise when you're in an unstable relationship, and for his obvious devotion to his daughter. Good on ya, Tom. Bea Todd, who may or may not have known what was going on between the O'Neills, is to be commended for sticking up for her friend Wendy. May everyone involved find peace and happiness.

⇓⇑ **THE PLACES HE WENT AND THE THINGS HE DID**

In the June issue a letter to the editor refers to Dwight Long, a circumnavigator back in the 1930s. It was noted that nothing was known of his voyage.

He wrote a book — *7 Seas on a Shoestring* — sailing all seas on *Idle Hour* (1938). He sailed from Seattle, WA, in this 32' gaff ketch west about all the way through the South Seas, up into the Med via the Red Sea and over to New York City, where he was wrecked by a hurricane.

The book is one of the very best sea tales and is full of adventure and misadventure. In those days small boat voyaging was practically unheard of — the places he went and the things he did! The photos are exceptional, the book a gem. Anyone who can find a copy will never give it up, and it will become one of their favorite tales.

D. Santos
Catamaran *Blue Moon*
Guam, USA

⇓⇑ **A TALE OF TWO 'IMPOSSIBLES'**

Re: The Sighting article "The Impossible Voyage" in the November '96 issue. We read with great joy of the Whittaker family's new *Impossible*, a 55-ft steel pilothouse ketch on which they are about to

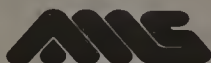
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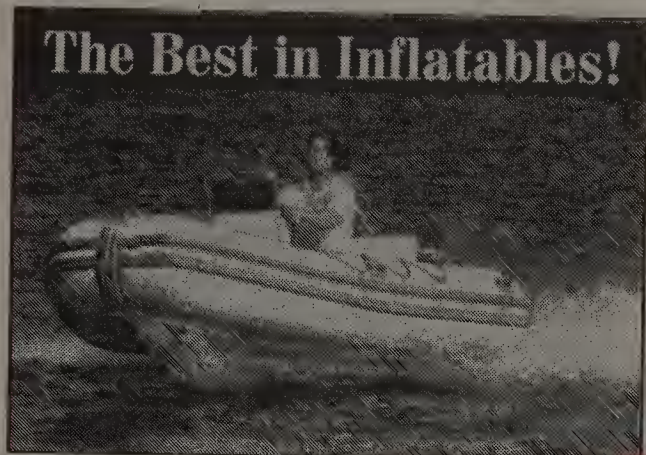
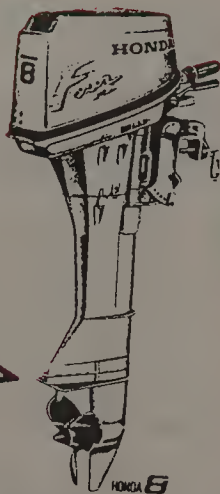
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LETTERS

embark on an open-ended voyage around the world. Our adventure began ten years ago when we purchased Jim's first 'impossible' yacht, a 1979 Swan 441 designed by Ron Holland. We moved aboard 10 years ago with our daughter, Robyn, who is now 11. After two cruising seasons in Mexico and seven years of building the cruising kitty, we leave in April of '97 for an open-ended world cruise as well.

Yes, Jim — *Impossible* has held us in good stead and provided a much loved home since she left your capable hands. Who knows, perhaps the two 'Impossibles' will cross oceanic paths or hideaway anchorages in this small world of ours — look for a white hull with a volcano on the stern and two Siamese cats standing watch — after all, anything is possible!

Vern, Beryl and Robyn Beckwith
Impossible, 1979 Swan 441
Alameda

TIME TO SCRUTINIZE OUR LEADERSHIP

An open letter to Captain Terry Hart, Coast Guard Group, San Francisco, Yerba Buena Island, San Francisco, CA 94130-5013.

Dear Captain Hart,

I read and re-read your correspondence published in Volume 233, November, 1996, issue of *Latitude 38* with considerable interest. First, because of the heading and secondly, because of the author. We do not often have the opportunity of hearing from the "horse's mouth", so to speak.

Before continuing, allow me to establish some credentials for being so bold as to address such as yourself. I am 76 years of age and offer the following for consideration: deck hand on a party boat; yacht keeper; sailing master; delivery skipper; commercial fisherman; ship's officer up to and including master; line officer in the U.S. Navy including two naval commands; a life-long love of recreational boating (sail); operating manager of a large steamship company operating an extensive fleet of break bulk freighters; and Port Captain for two well-established oil companies, operating both domestic and foreign tank ships. Obviously, I have also had considerable contact with the Coast Guard over the years. I believe this background gives me a sufficiently wide and varied depth of experience from which to comment on your well intended letter.

Your discussion of numbers and percentages concerning marine incidences has been well answered by the editor in so far as we in the San Francisco Bay sailing fraternity may be concerned. Be assured an incident of consequence, particularly involving injury or loss of life travels through the sailing fleets with the speed of light.

Unfortunately, Captain, I believe you either overlooked or failed to comprehend the intense and vehement feeling of the boating public in their opposition to spurious searches of their vessels under the guise of safety inspections. Surely the safest place to hold safety inspections is on the vessel when it is in its berth minus guests and small children who are usually scared to death during these invasions of privacy.

Regardless of what various courts have declared, our Constitution and its attended Bill of Rights forms the basis of our form of government to which the citizenry looks for protections. The Fourth Amendment specifically protects citizens from search and seizure without due process of law. You and I, sir, have taken an oath to protect and defend the Constitution of the United States against all enemies, foreign and domestic. When a prominent and essential portion of the Constitution can be so spuriously denied to the citizens, it is perhaps time to more closely scrutinize our domestic leadership. It is further my belief that you have an obligation to your superiors to keep them informed of the consequences of the intense and odious feeling of the boating public to such a objectionable requirement and to enlist their support in rescinding those requirements that reflect so negatively on your illustrious organization.

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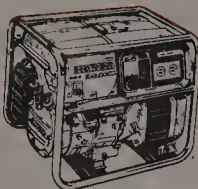
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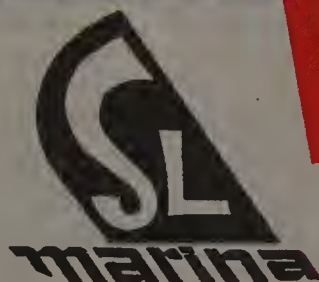


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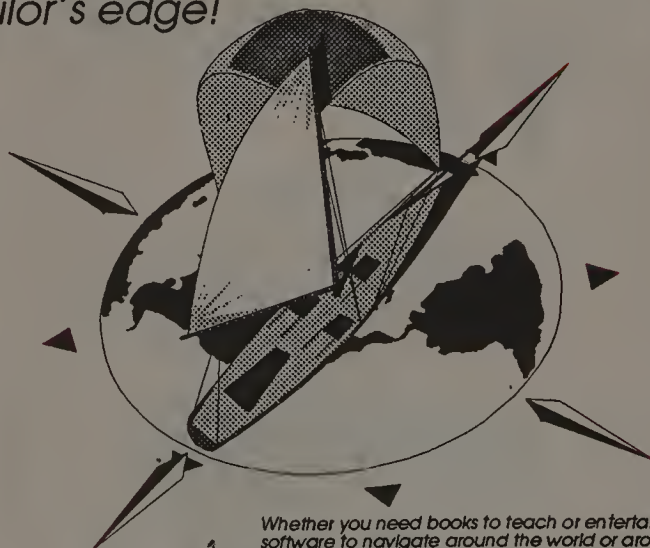
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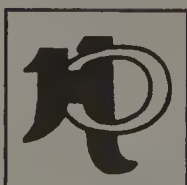
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the highest reputation and esteem among professional and amateur seamen alike. I submit all of the above in the hope of providing more illumination to a vastly disliked operation rather than adding any additional heat.

Seth Hargrave
Pleasant Hill, CA

⇓A FABULOUS TIME

Thank you and congratulations for a well-run Baja Ha-Ha III! We had a fabulous time, what with the great sailing, the fine adventure, and all the wonderful new friends. And we thoroughly enjoyed the people and town of Turtle Bay.

We met our wives and a couple of friends from home in Cabo San Lucas, and of course, enjoyed the clubs, great restaurants, and the awesome marina accommodations. The camaraderie, food, drink and support of the Broken Surfboard Taqueria were really special.

After Cabo, we motorsailed north to La Paz in light northerlies. We anchored every night, first at Frailes and then Muertos — where there is coral and tropical fish — and later briefly explored the beautiful beaches at Isla Espiritu Santo and Isla Partida. Watch out for the *coromuels* that come up in the middle of the night! We had warm days and cool nights on our trip north. We caught fish, enjoyed swimming in 80° water, and walked along the beaches.

At the end of our third and last week of fun, we motored to La Paz and found three excellent marinas: Marina Palmira, Marina de la Paz and the smaller Marina Abaroa. The marina facilities are either new or remodeled, clean, and only moderately pricey — considering the quality and great location. It's \$360/month for our 36-footer in a full-service marina near downtown with water, electricity, fuel dock, laundry, restaurant, chandlery, showers and excellent security near downtown.

So now the *Shamaness* is awaiting our return for as much cruising as we can squeeze in before summer. After that, it's either Hawaii, on the hard, or the bash back home. So until we meet again "where the wind blows warm", thanks so much for all your hard work planning, organizing, and "Grand Poobahing" in the great Baja Ha-Ha III!

Dennis Clifton
Shamaness, Chung Hwa 36
La Paz / Northern California

⇓HAVING A LOT OF FUN

We've enclosed a photo of you Poohbahs aboard *Gitana* photographing us during the second leg of the Ha-Ha. That sure was fun sailing! Thanks for the great event, as we enjoyed your company and humour — we Kiwis always add in extra 'u's in funny places.



Dueling cameras: The crews of 'Gumboot' and 'Gitana' swap photo ops.

But you obviously started something with the radio. Every time I turn on the damn VHF it's still full of ex-Baja Ha-Ha'ers *still* jabbering away at each other. The latest problem we heard on the radio regarded the difficulty in finding *packaged* stuffing mixes in this savage country, and whether it was possible to make same from scratch? Really.

The structure of the follow-up event to La Paz was a little odd, as

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only one boat waited until after midnight — per the instructions — to finish and claim first prize. Everybody else, not wanting to wallow around waiting offshore, had already sailed into the marina! I think Ed at Marina Palmira should run a real race next time, and start it a little earlier. Marina Palmira did put out a good spread however, and raffled off the other marina spots as promised.



The ex-IOR racer 'Gumboot' Ha-Ha'ing down the Baja coast.

We've since been having a lot of fun out at Espiritu Santo Island, although the nightly coromuels have been trying to put us on the beach. There was nobody out at the islands, making for a pleasant change. We're now back in La Paz for a few days to get Bob's tooth done. You can't beat \$100 for a root canal. We've done enough resupplying and since nothing seems to be broken, we might sail right past Mazatlan and look for surf.

If you happen to have a good shot of Gumboot underway, we'd love to see it. In any event, thanks again for running such an excellent event and being such good sports.

Jennie and Bob Crum
Gumboot
Los Angeles

Jennie & Bob — Thanks for the compliments. The combination of nearly perfect weather and an outstanding group of people made things very easy on us. Our thanks to the weather gods and all the participants.

As for people "still jabbering on the radio" and despairing over not being able to find prepared stuffing mix, you have to understand the debilitating effect modern American life has had on most of us. Our ability to be self-sufficient and resourceful has been woefully compromised, and most of us need time to regain those basic skills. Our job gives us the chance to see many cruisers after they've gotten six months or more of active cruising under their belts, and the increase in their self-sufficiency is dramatic.

WHICH WAY FOR COMFORT

I want to thank the Latitude staff for putting out such a great magazine. There's nothing wrong with your *Classy Classifieds* either.

We'd also like to thank Ron and Bonnie H. for deciding to sell their *Spicy Lady* to us through an ad in *Latitude*. My wife Jenny and I searched for almost two years to find the one boat that would have all the features we wanted at a price we could afford.

We love our eight meter S-2 centercockpit boat, especially the roomy interior. Ron put a lot of work into her, and it shows. All we've had to do so far is hop aboard, stock the refrigerator, crank up the stereo, and start sailing. We've moved her to the Berkeley Marina, where she and we love the park, the view, and the quick access to the Central Bay. Now for my questions:

In last April's article on sailing the Bay, there was a paragraph titled *Counterclockwise For Comfort*. But in another paragraph titled



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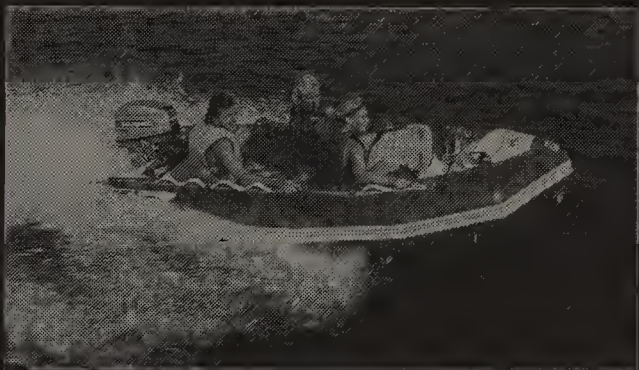
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LETTERS

Dreams and Nightmares at the bottom of the page, it says to sail clockwise around the Bay for comfort. I give up, which is it?

For us sailing out of Berkeley, it doesn't seem to matter much which way we go, it's always upwind going out and downwind coming back. But we're new to the Bay and still exploring and learning.

Next, we'd like to get to know our boat better. As such, we'd like to talk to other S-2 owners. Is there a club or association we can join?

Steve Daugherty
Berkeley / Sacramento

Steve — Thanks for the compliments — and sorry for the error.

If you're going to sail a big circle around the Central Bay, it's much more comfortable to sail counterclockwise — and this is especially true coming out of Berkeley. Head out on starboard tack, and you'll be sailing right into the heart of the wind and frequently nasty chop. What makes it even worse is that you'll almost always get headed; just ask a racer.

If you sail out on port tack, however, you'll get a lift and before long the flat water provided by the lee of Angel Island. On a windy day, it's always much easier to work Raccoon Strait and Richardson Bay to get to weather than it is the middle of the Bay. And once you've made it to Yellow Bluff, you've got a great close reach across the Bay to the Cityfront, then a jibe and a steaming broad reach back to the Berkeley Marina. Do this and you'll have an exciting — and comfortable — afternoon of sailing.

As the year goes on, we'll try and have more sailing tips for the Bay and Northern California. If you've got any specific questions, we'd love to hear them.

As for an S-2 owner's association, we don't know of one.

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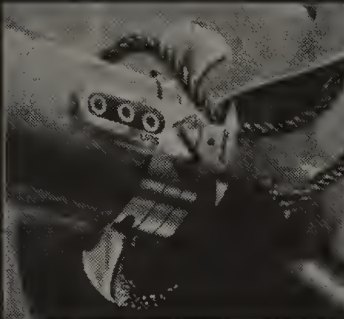
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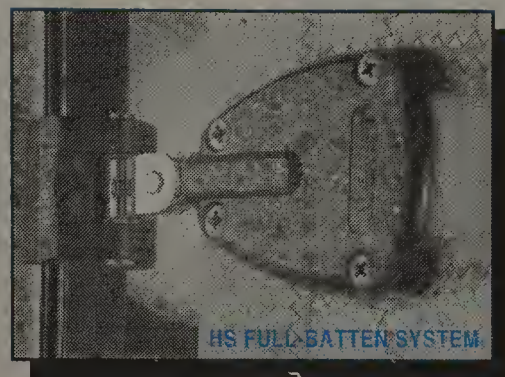
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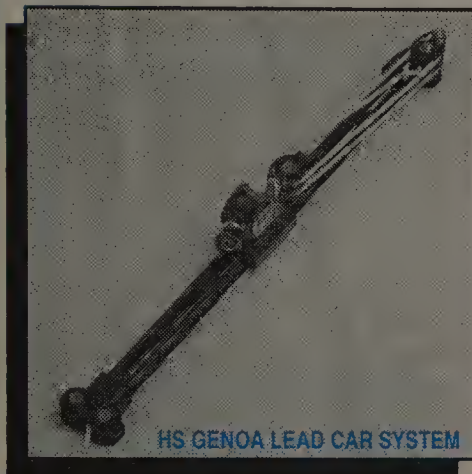


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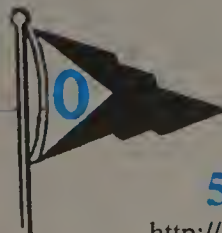
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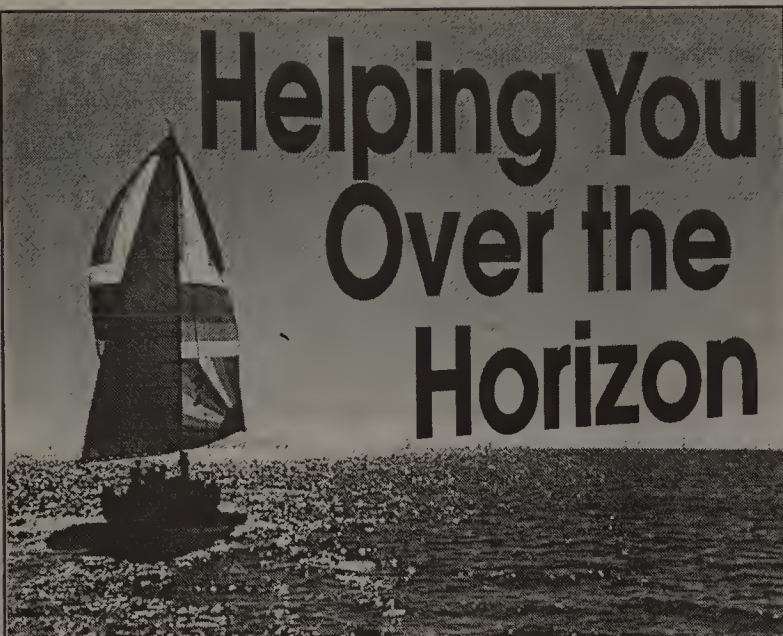


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LOOSE LIPS

Speak of the devil.

Last month, we mentioned that 1995 was the costliest year ever in terms of hurricane damage to recreational boats. Hurricanes *Erin*, *Marilyn* and *Opal*, along with several lesser storms, caused \$45 million of damage to recreational boats in the U.S. alone. Now comes news that 1996 hurricane damage surpassed the '95 figure. As of the end of hurricane season on November 30, the estimates of damage to the recreational boating industry runs \$60 million. The bulk of the damage came from two storms. In July, hurricane *Bertha* caused an estimated \$10 million to boats from the Carolinas to New England, and in September, Hurricane *Fran* caused an estimated \$50 million in damage to boats, almost all of which occurred in North Carolina.

SailExpo.Com.

Excitement is building for the first Sail Expo boat show on the West Coast. This huge, sail-only boat show — molded in the image of those in Atlantic City and St. Petersburg, Florida — is happening in April at Jack London Square. To get an advance look at the who, what, when and where of the whole thing, parent organization Sail America has gone on line with a website featuring comprehensive details on the Oakland show, ranging from what exhibitors and products will be there, to ticket information and directions to Jack London Square. Find them at <http://www.sailexpo.com>.

Congratulations. Now fix those ships.

Amid article after article recently about internal squabbling and the dismal state of the San Francisco Maritime National Historical Park's museum ships comes word that the SFMNH has been awarded the highest honor a museum can receive: accreditation by the American Association of Museums. The announcement was made in late November at the opening reception for a new exhibit at the Park's Maritime Museum building at the foot of Polk Street.

Accreditation certifies that a museum operates according to standards set forth by the museum profession, manages its collections responsibly and provides quality service to the public. Of the nearly 8,500 museums nationwide, only about 750 have been accredited since the formation of the AAM in 1906.

As for the ships, according to a December article in the *San Francisco Examiner*, internal politics is being blamed for lack of appropriations forthcoming from Congress for the repair of Hyde Street ships *Balclutha*, *C.A. Thayer*, and the ferry *Eureka*. Across the Bay in Sausalito, a lot of good folks are still working hard on ways to save the museum's 'black sheep' ship *Wapama*. A draft management plan drawn up for the SFMNH last year recommends breaking up the historic steam schooner because she'd be too expensive to repair.

Incidentally, that new exhibit that began in November and runs through 1997 is entitled 'New Arrivals!' As the name implies, the museum will display new acquisitions collected in the eight years since it's been a National Park — including Russell Long's world speed-sailing record holding trifoiler *Longshot*. Check out the exhibit — and the historic fleet — when you can.

Power lunching. . . maybe.

Tiburon's Ronn Loewenthal just crewed on Hasso Plattner's ILC maxi *Morning Glory* during late December's classic 630-mile Sydney-Hobart Race. Plattner's boat was the clear favorite for line honors among the relatively small 94-boat fleet, and had a reasonable shot at breaking *Kialoa*'s 1975 record time of 2 days, 14 hours — thereby collecting a tidy AUS\$300,000 (about \$237,000 US) purse from the race sponsors. "Hasso intends to split any prize money evenly among the crew," announced Rondo over burritos at our local Mexican joint. "If we win, put on a jacket and tie, because I'm taking out the whole lunch gang to a great meal at a fancy restaurant!"

Tune in next month to see if we collected.

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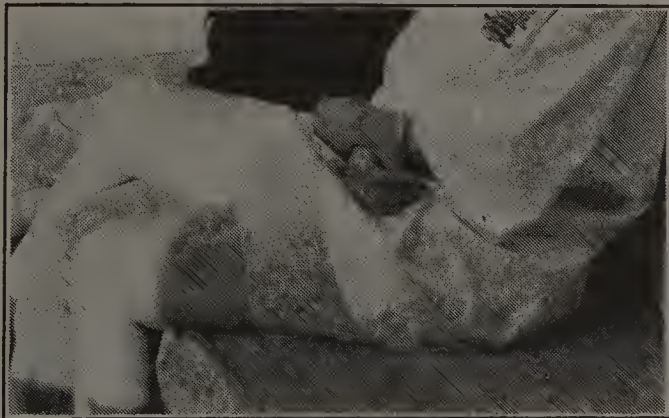
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LOOSE LIPS



'Latitude 38', the magazine of 1,001 uses.

Never say never.

Ordinarily, we do not publish poetry. But as they say, never say never. The following, located on the internet, was such a yuck, we just had to share it with you. With apologies to John Masefield (and thanks to real author Rick Drain), we give you:

Yard Fever

I must go into the yard again, to the lonely yard on the dry.
And all I ask is a hauled boat and a disc to sand her by.
And the mixing stick and the sander's song and the paint can shaking.
And a gray mist on the skipper's face and a great budget breaking.

I must go into the yard again, for the drag of the growing slime,
Is a slow drag like a green shag that delays arrival time.
And all I ask is no rainy days with the yard's meter ticking,
And no dropped tools and no blown cools and no old fittings sticking.

I must go into the yard again, to the toxic hazard life,
To the M-E-K and the E-P-A where the fume's like a whetted knife.
And all I ask is a fast sail home with a laughing fellow rover,
And a quiet sleep and a long dream when the long haulout's over.
— join mastweld

Who's there?

A couple of years ago, we read about something that sounded really cool. Motorola, leaders in cellphone and pager technology, announced they were going to establish a worldwide cellular system that would allow customers to make phone calls from anywhere to anywhere in the world. The concept originated with the wife of a Motorola employee who was vexed because she couldn't close a real estate deal by cellphone from the Bahamas.

The application of an international cellular network for mariners is obvious. From anywhere on the high seas, you could call — or be called — by your family, business or friends.

We had no idea what a massive undertaking this would be until we found an update on the project in the December 16 issue of the *Wall Street Journal*. In fact, with a budget of \$5 billion, the project — called 'Iridium' (iridium is the 72nd element on the periodic chart) — is perhaps the most expensive private infrastructure project in history.

The system will require 72 satellites in orbit 420 miles above the Earth. But before they're launched, Motorola has to get 200 nations to agree to let Iridium broadcast on their soil. Talk about obstacles! At this stage, their main salesman has flown more than one million miles

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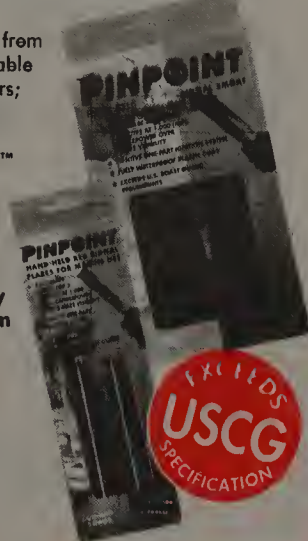
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LOOSE LIPS

in that pursuit — and needs only 194 more countries to sign up. In the meantime, Motorola is trying to figure out how to reduce satellite manufacturing time from two years to five days — and reduce the cost of the satellites by 80%, from \$200 million apiece to, oh, say \$40 million.

Despite the time and money invested, there's no guarantee of success. For one thing, calls are projected to cost \$3 for the first minute, which may severely limit the market. For another, do mariners really want to be reachable? And third, Iridium will have at least six formidable competitors with alternative systems, including Inmarsat, a quasi-government consortium that is already operational.

The only certainty is that communications for mariners are going to improve dramatically in the near future, and it's because a lot of intelligent, hard-working people have been busting their butts. People who could have been out sailing.

Wood is good.

The arts of the shipwright live on at the San Francisco Maritime National Historical Park (can't they come up with a shorter name for that place?). And you can learn some of them if you want. For several years now the WoodenBoat School has been offering their well-respected classes at the museum's Small Boat Shop. Starting in May and running through October, students can take week-long workshops in lofting, fundamentals of boatbuilding, glued lapstrake construction and woodstrip kayak construction. For more information, contact WoodenBoat School in Maine at (207) 359-4651; fax (207) 359-8920.

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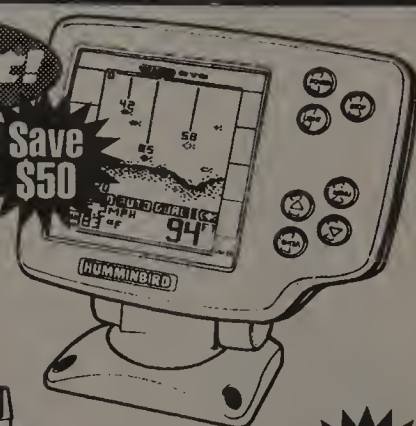
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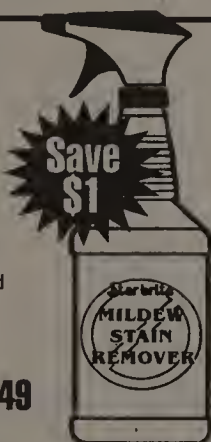
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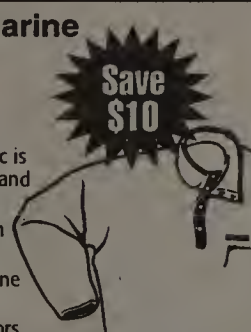
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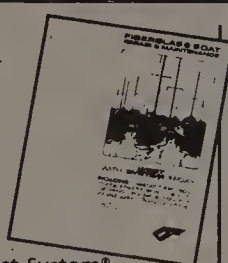
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havana nightmarin'

November 13 and 14 are two days Floridian Bob Mashburn won't soon forget. That's when the delivery of his new-to-him Ericson 34 *Day Tripper* from Miami to the Florida panhandle turned into an unscheduled visit to . . . Cuba? Here's the story, as related by Bob to cruiser Devan Mullins.

With Bob and two crew aboard, *Day Tripper* left Miami on Tuesday, November 12, while the coast was being pounded by high winds and seas. The sail past the Keys was relatively uneventful, but soon after passing the Dry Tortugas and heading north, disaster unfolded. The steering cable parted, which caused the boat to broach several times and the main to blow out.

Hoping to motor into Key West, Bob and his crew rolled up the jib, turned on the engine and rigged the emergency tiller. Unfortunately, they could make only a half knot of headway against the weather and current, and the motion was horrible. The newly-repaired VHF didn't work, so they couldn't call for help. Eventually, they decided to turn the engine off and just drift under bare poles for a while.

As they passed the Dry Tortugas again, the 'Trippers let out both anchors and all their rode, hoping to snag the bottom as they went by. Neither anchor caught, and being on the foredeck was still so hazardous they simply cut the anchors loose rather than try to retrieve them. The next downwind landfall: Cuba.

The boat did have a working GPS, but no charts of Cuba. About 35 miles away, they spotted a ship going by and fired flares, but the ship continued on its way.

During the dark and stormy night of November 13, *Day Tripper* blew down onto the Cuban coast about five miles west of Marina Hemingway. As they approached shore, the depth rose quickly from several thousand feet. They started the engine again and turned into the wind, dropping their only remaining anchor just beyond the breakers. Just as the anchor caught, the engine died and would not restart. Exhausted from the ordeal, Bob and his crew went below to get some sleep.

The boat held until morning. Soon after the Americans awoke, however, the chafed anchor rode finally parted. With no engine, all they could do was hang on helplessly as the big seas put *Day Tripper* onto a rocky reef right next to the *Guarda Frontera*, the Cuban Coast Guard. The guardsmen, who witnessed the whole thing, rushed to the aid of the Americans. Though cut and bruised from climbing onto the rocks, Bob and his crew were okay. After receiving medical attention, they were 'taken downtown' to answer some questions about their unusual arrival in Cuba. Eventually they were turned over to U.S. 'officials' at the Swiss Embassy, who provided new passports.

Devan met Bob when the latter showed up next to his boat *Points Beyond* at the dock in Marina Hemingway the next morning. Bob had no idea how extensive the damage was to *Day Tripper*, so the two sailors took a taxi five miles down the coast to where the Ericson lay with a gaping hole in her port side. It didn't look good, but Bob hoped the boat could be salvaged for \$1,000 to \$1,500.

The first estimate from a local salvage guy was \$40,000, which became \$45,000 in the five minutes between the oral estimate and the written one. This was \$10,000 more than Bob paid for the boat. Eventually, he negotiated with another company to lift the boat off the beach and haul it to a yard for temporary repairs for \$3,500. Naturally, the insurance company was thrilled.

At last report, Bob said he intended to write a book on the experience and "sell the movie rights to Ted Turner."

lifejackets required? why not 'y'?

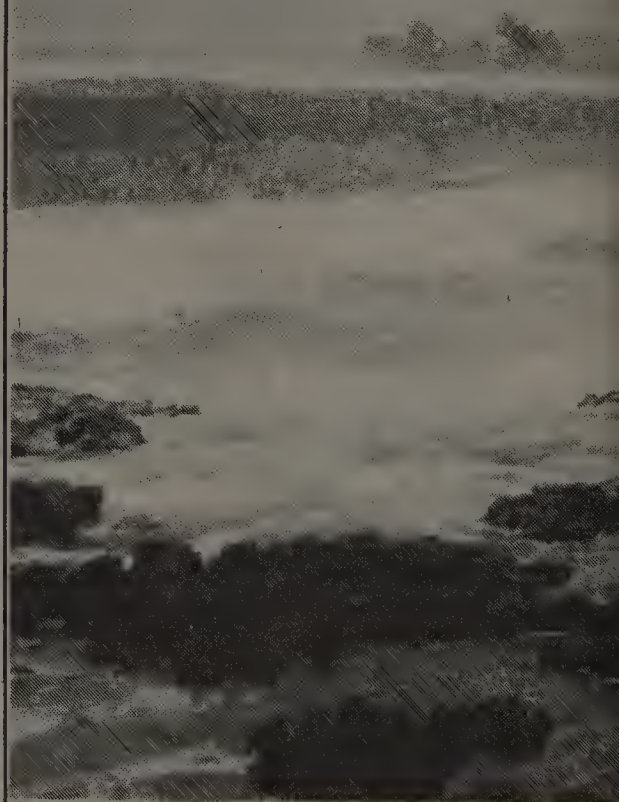
In late 1995 the Golden Gate YC began flying the 'Y' flag at its Midwinter series. (According to 1997 ISAF rule 40 — formerly 1993 IYRU Rule 60 — "When flag 'Y' is displayed before or with the warning signal, competitors shall wear lifejackets or other adequate personal buoyancy. Wet suits and dry suits are not adequate personal buoyancy.") Rarely seen on the Bay until recently, the 'Y' has traditionally been reserved for heavy weather and dinghy races. But

continued outside column of next sightings page

those who don't

Almost a year to the day after a freighter ran down the California-based cruising yacht *Melinda Lee*, there has been another collision in just about the same spot off the north coast of New Zealand. This time it was between a barge and a ship, and thankfully nobody was killed.

Readers will recall that on the night of November 24, 1995, the Korean-flagged *Pan Grace* hit the Compass 47 *Melinda Lee* about 30 miles from North Island. Aboard the yacht were Michael and Judith Sleavin and their two children, Benjamin, 9 and Anna, 7. The boat sank almost immediately and Michael, Ben and Anna drowned. Al-



learn from history

though injured, Judith managed to cling to the boat's capsized inflatable for 30 hours, finally washing up on a rocky beach near Cape Brett where she was rescued. It remains one of the worst cruising accidents on record.

(It's been rumored that settlement talks are currently underway in California, although of course no amount of money could ever ease the emotional pain that Judith Sleavin will have to live with the rest of her life.)

In any event, on the night of December 5, the 260-ft Portuguese-registered *Acoriano*

continued middle of next sightings page

lifejackets — cont'd

the GGYC flew it for every Midwinter race, no matter what the conditions. Roundly criticized for the practice, the club eventually backed off.

Last November, the St. Francis YC went a step beyond 'Y'. It issued a proclamation informing Bay Area sailors that "beginning January 1, 1997, the StFYC will be requiring the use of Personal Flotation Devices (PFDs) while racing in Club sponsored events." If enforced — the club's first 1997 event is the Spring Keel Regatta on March 1-2 — the StFYC will be the first yacht club in the country to implement such a rule.

Inevitable evil, lame sham or bold move whose time has come? As you're about to read, that was pretty much the gamut of opinions from a handful of well-known sailors we polled.

The issue is not whether lifejackets save lives. Everyone knows they do. The issue is whether or not they should be *required* by a new 'rules enhancement', especially since adequate provision for requiring lifejackets already

continued outside column of next sightings page



SPREAD AND INSET, DEVAN MULLINS

lifejackets — cont'd

exists under ISAF rule 40, the 'Y' flag rule.

Here's what some of the experts had to say:

Jim Barton, '96 Olympic Bronze Medalist: "No one expects to fall off a boat. But as a person who has done so, both *with* a PFD and without one, I think it's safe to say that we would all prefer to be wearing some type of flotation any time we go swimming in the middle of the Bay fully clothed.

"There are a number of flotation products available today at a variety of prices. Most can be worn with little or no restriction of movement.

"If you've ever had a 'near death' experience while racing, or seen a friend's lifeless body pulled from the water as I have (*ed. note* — Barton sailed with Larry Klein, who drowned after a hiking rack on the *Twin Flyer* broke

continued outside column of next sightings page

learn

collided with the 140-ft barge *Tabuadua* about 15 miles off Cape Brett. The owner of the barge accused the freighter not only of ramming his property, but of steaming off without identifying herself. The *Acoriano* arrived in Whangarei a short time later with a hole in her side, but her captain refused to say who was to blame — or even that they had been involved in a collision at all!

The denials didn't stop there. In one of the biggest whoppers we've ever heard, New Zealand Maritime Safety Authority Deputy Director Tony Martin told the press — with a



— cont'd

straight face — that there was no similarity between the recent case and that of the *Melinda Lee*. Obviously, Martin is well on his way to becoming a successful politician.

Menlo Park circumnavigator Tom Scott, aboard his Folkes 39 *Nepenthe* in New Zealand, writes, "Yachties should be especially careful when closing with the New Zealand coast. More prosperous times in New Zealand have resulted in greater shipping traffic. It's not exactly the Santa Barbara Channel, but it does get pretty crowded at times."

continued middle of next sightings page

Don't get all excited. Nobody's dead. This 'live one' was simply demonstrating that not all life-jackets float you face up.

lifejackets — cont'd

during the '94 Big Boat Series, dumping the crew in the water), you'll agree that there is good reason for a rule such as this one."

Peter Hogg, multihull record holder: Based on last month's report in *Latitude 38* it would appear that the administrative officers of StFYC have put their heads where the sun doesn't shine. The decision to wear personal flotation devices has always been, and in most cases should remain, the responsibility of each sailor and/or skipper. Depending on weather conditions and the type of vessel, PFDs should be regarded as required equipment. However, the criteria are different for a Knarr and an IMS maxi.

"Is the action of StFYC prompted because their insurance carriers have made out-of-court settlements in at least two loss of life situations in the last 15 years? Or is it because a flag officer of StFYC is feeling remorse for a negligent decision on his own vessel that resulted in a man overboard situation? The racing rules already provide the Race Committee with the authority to use the 'Y' flag. This authority should remain with the Race Committee and not be usurped by the club's administrative officers.

"StFYC is a great club that hosts many of the best regattas on the Bay. It would be a shame if their reputation were severely tarnished through the implementation of this rule."

Paul Cayard, AmericaOne skipper: "I support the StFYC's position requiring the use of Personal Flotation Devices during Bay races. The fact is that sailing is more dangerous than most people appreciate, especially the less experienced sailors who are the ones more likely to have an accident. . . Today's PFDs are far less restrictive or uncomfortable than those in the past. In any case, any discomfort is a small price to pay to save a life."

Paul Kamen, rules guru: "Absolutely never be absolute! Lifejackets are appropriate when it's windy, but pretty stupid when it's not. Anyway, the solution is already in the sailing rules — the 'Y' flag. My yacht club, Berkeley, uses it in about half our races, and by now everyone expects to see it flying if number 3s are up. Most other clubs on the Bay don't even seem to know what a 'Y' flag is, which is a mystery to me. It's beautiful in its simplicity, and more clubs should use this option."

John Kostecki, multiple world champion: "I've raced boats ranging in size from El Toros to maxis. I've always felt that it is a good idea for boaters to wear flotation when on the water. Implementing a rule that helps increase safety on the water is a positive step for our sport. I support this new rule, as do many of the people I sail with. I hope *Latitude* will support it, too."

Steve Taft, veteran offshore sailor: "This was passed by the executive committee but not without some heated discussion. I was the strongest dissenter. Frankly, I think it's a bad idea and can potentially turn out to be a real can of worms. People don't need more regulation in their lives. If anything, people need to take more responsibility for themselves. I have nothing against PFDs or safety harnesses, *per se*, and have certainly sailed enough to know when to use them without being told. What's next? Will yacht clubs make us wear helmets when we sail? Outlaw smoking, drinking and red meat after races? . . . I'm afraid some sailors will boycott our races because of this decision. I certainly understand the motives behind this action, but I'm not sure this is the way to go about it."

Dave Hodges, Santa Cruz sailmaker: "Everyone down here is really surprised by this new rule — we figure the lawyers or the insurance people got to them. I think it's ridiculous to make people wear lifejackets when it's not windy, especially on bigger boats. I'm still having trouble imagining everyone wearing PFDs on ULDB 70s and maxis at the next Big Boat Series. It's fine for people to wear PFDs if they want, but I object to having them forced on us.

"We all have PFDs in Santa Cruz, and put them on whenever Dave Wahle flies the 'Y' flag, which he generally does when it's blowing steadily over 20. If anything, conditions are more extreme down here — and we've managed

continued outside column of next sightings page



lifejackets — cont'd

to get along just fine without a mandatory lifejacket rule. Why doesn't St. Francis just use the 'Y' flag more liberally instead of abruptly imposing this new across-the-board rule?"

Hank Easom, champion sailor: "I think the St. Francis has gone overboard on this issue, no pun intended. Safety is one of those apple pie and motherhood issues, but to make lifejackets mandatory is really pushing it. I think it should be left up to the individual, and to an extent to each class. All sportboats and dinghies should, and I think most do, require mandatory lifejackets. We're even thinking about it for the Etchells class — but it's a lousy idea for HDA and IMS boats like Yucca."

Commodore Tompkins, professional sailor: "Given the current environment, it would be politically correct to support StFYC's mandatory lifejacket rule. Obviously, there's a time and place to use all kinds of safety gear! However, this is a thinking man's sport. . . I fervently believe that ultimately it's your thought processes — not any rules — that make you safe both at sea and on dry land. People need to be self-reliant and accept personal responsibility for their actions. Rules such as this lifejacket proposal are just 'accounting devices', and offer only an illusion of safety. It's your brain, not any particular safety gear, which keeps you alive out there."

Bill Lee, wizard: "More rules and more regulators to protect us from ourselves? Whatever happened to individual rights? But when I first heard about the St. Francis YC proposal to require adequate personal flotation while racing, I reluctantly thought, yes, maybe this is an idea whose time has come."

"When I was a kid, no one knew what seat belts were. Now I don't feel right until I'm buckled in. When I was a kid, no one knew what bicycle helmets were. Now if I get on a bicycle without one I feel like I have no clothes on."

"Human endeavors have a cycle. Early on, the dangers are there, but are mentally minimized and everyone just goes for it. As a track record builds, the hazards and risks become known. While some risks are extremely small there's an increased awareness of how to avoid those risks. Sure, wearing personal flotation will put us all on a plane which is slightly slower and less coordinated than before, but as long as everyone else is slowed down too, so what?"

"A word about yacht clubs. Much of the support for yacht clubs is to organize races. In time, yacht clubs, whether they like it or not, come under obligation to use prudence in running events as safely as is reasonable."

"When I first moved to Santa Cruz in the late '60s, there was a Thistle regatta. That morning, at the yacht club hoist, the issue of lifejackets came up. The skippers voted not to require the wearing of lifejackets that day (a local class decision, not a yacht club decision). It got windy later on, there was capsizing, and a drowning. Here we are, almost 30 years later with another opportunity to vote on the same issue."

like machiavelli said,

We recently got an interesting letter from a D. Yeager, who identified himself as "having been in the Coast Guard for the last five years, three years of which I served as a boarding officer." Yeager also notes that he's a recreational sailor, the owner of a Cal 20. He goes on to say. . .

I have noticed a common misconception in quite a few recent letters. It's true that the Coast Guard can board any vessel in U.S. waters to conduct an 'administrative inspection' without the need for probable cause. The Coast Guard cannot, however, conduct a search of any boat without probable cause. If there is no probable cause, the boarding officer is limited to the scope of a safety inspection — lifejackets, fire extinguishers, etc.

So when I hear guys like "N.W.B.R." from San Diego say that he and his wife were held hostage by a boarding team while they "ransacked" his boat, you can see why I think this gentleman is deviating from the truth. If the aforementioned boarding team did in fact conduct a full search of his vessel, what reason did they give?

If it was an unlawful search, why didn't he get the names of all the boarding team members and report them through the proper channels? It's as simple as calling the phone number on the bottom of the boarding form. I can assure you that if this boarding team had been in the wrong, they would have been dealt with and corrected in a timely fashion. Boarding Officers in the Coast Guard are responsible for their actions.

As a recreational boater, I admit that getting boarded and inspected is not the most pleasant experience, but I also realize that it's for a reason — a proactive approach to preventing search and rescue cases. In addition, every time a drunk boater is removed from the water, I thank our founding fathers for having the foresight to make



KENT BENEDICT

might makes right

an exception to the Fourth Amendment for vessels. The fact of the matter is this law is helping make our waterways safer for all — despite the inconvenience involved.

You sound like a reasonable, common sense guy, 'D' — like a whole lot of folks in the Coast Guard. So we're going to throw a couple of things out for your comment.

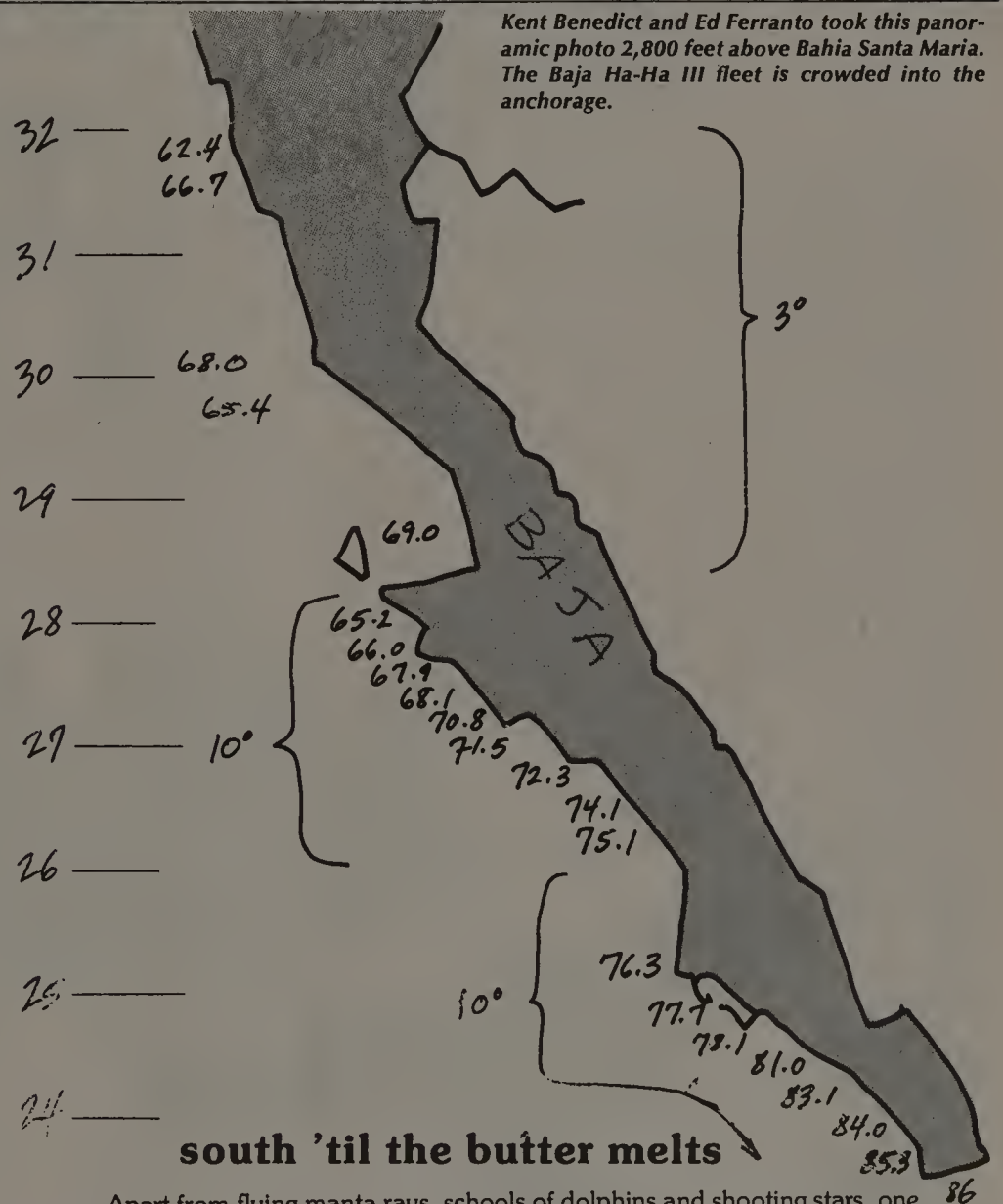
The accompanying photos on these pages were taken from and aboard our Ocean 71 Big O in May of last year. We were in the Windward Passage between Haiti and Cuba at the time. About noon, the cutter you see in the photos on the next page took a position off our stern and offloaded an inflatable and a 6-person armed boarding party. The boarding party approached our boat, instructed our 8-person crew to gather on the bow, and boarded us.

After going through the standard safety and administrative inspection — we got a perfect score — they proceeded to conduct a search of exactly the type you suggest is illegal. They searched through almost all the compartments, cabinets, and bilges of our vessel by sight and touch. In addition, a specialist spent about an hour searching our compartments and tanks with 'Cindi', a sophisticated device that 'looks' for dope via its carbon signature.

They didn't ask our permission to conduct an intensive search of our vessel, and they didn't have probable cause. The young woman in charge of the boarding party, however, made it quite clear that they were going to conduct the search whether we liked it or not. Doesn't this fly in the face of what you, a boarding officer, believe to be Coast Guard policy?

The three who actually boarded, and the three who covered them from the inflatable, were brusquely professional for the first 30

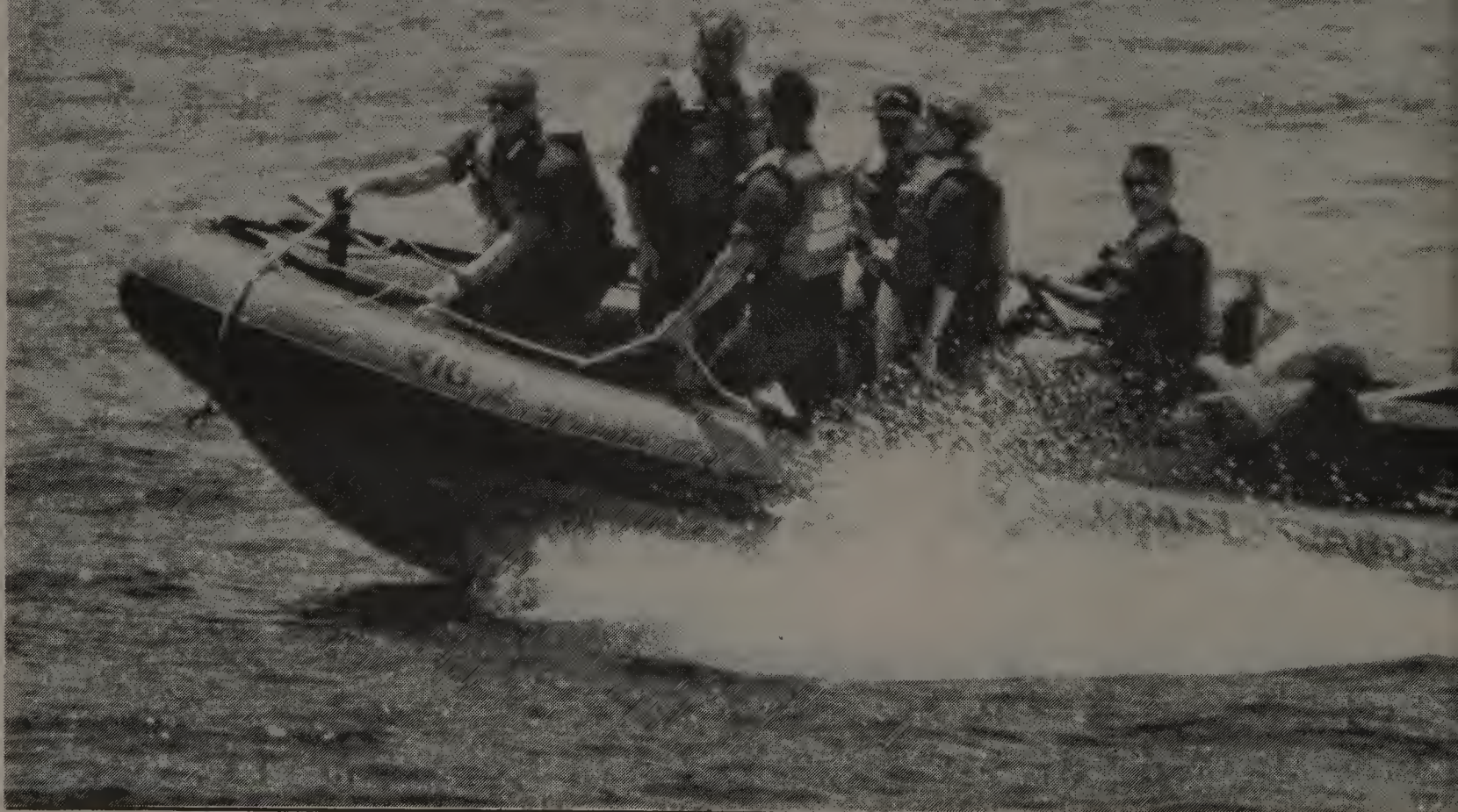
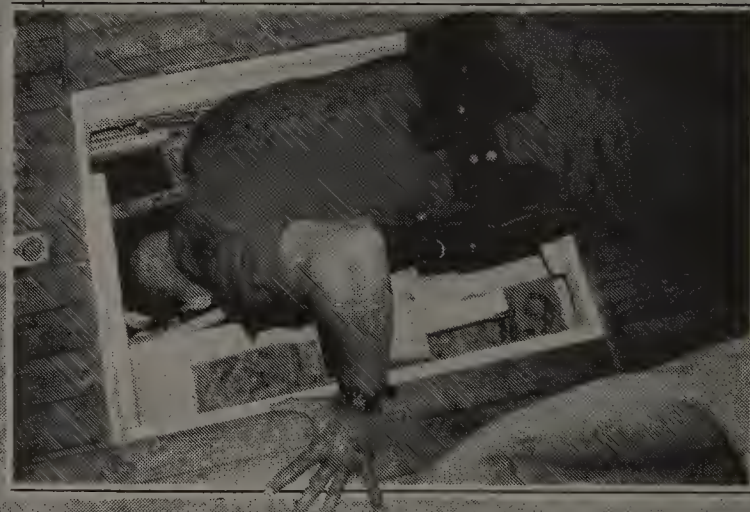
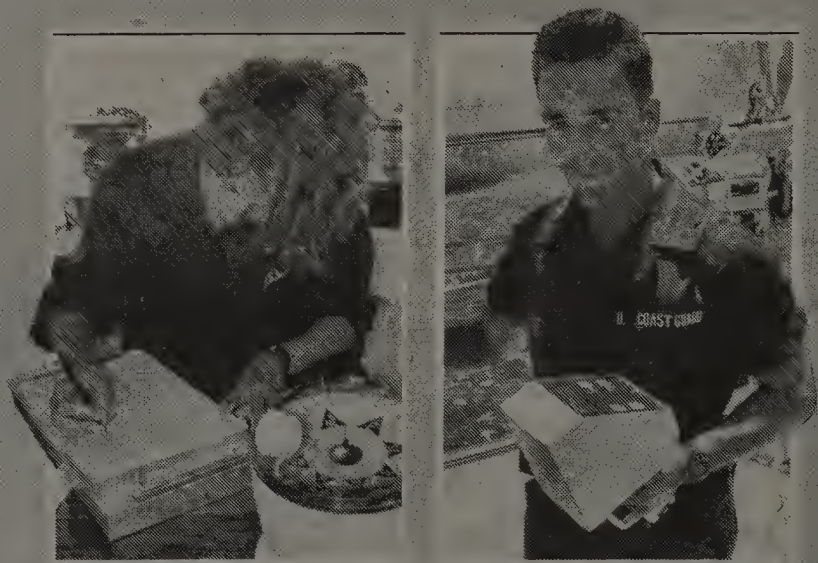
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Apart from flying manta rays, schools of dolphins and shooting stars, one of the most amazing things we observed on our recent trip south along the Baja Coast was the sporadic rise in sea temperatures.

Between San Diego and Cabo San Lucas the temps rose nearly 20°F. In some areas the increases came slowly, yet during one 12-hour interval the needle rose almost 10°. Since we had plenty of free time on our hands, we took the time to note the changes in our logbook.

SIGHTINGS



might — cont'd

minutes or so, and later became quite friendly. Of course, the manner in which they behaved has nothing to do with the legality of what they did.

Something else for your consideration. If you thank our founding fathers every time a drunk boater is taken off the water as result of a search that on land would have been a violation of the Fourth Amendment, can we assume that you're pissed off at them for not allowing the random stopping of motorists to check for drunkenness? After all, as many as 10% of late night drivers are said to be legally drunk. Keep in mind that cars operated by drunks kill something like 25,000 people — many of them innocent bystanders — each year, while the number of fatalities caused by drunken mariners is a minuscule fraction of that. Also keep in mind that to a large extent it's speed that kills, not alcohol. You could sail your Cal 20 at hull speed into the base of the Golden Gate Bridge and probably neither you or your boat would be much the worse for it.

Another point to consider: If the Coast Guard is genuinely trying to reduce accidents 'proactively' through safety inspections, explain why the overwhelming majority of inspections aren't done at the dock where many times more inspections could be conducted for the same utilization of resources and manpower. It would also be safer and less of an inconvenience for everyone involved.

It doesn't take a genius to realize that the Coast Guard is either: 1) Being foolish and inefficient — which is always a good possibility when it comes to a government operation, or 2) Telling the public one thing while doing something entirely different — another government favorite. No matter which it is, we mariners know something stinks.

We'll close with what we feel is evidence of monumental Coast Guard hypocrisy. If the Coast Guard is looking for boats that have administrative, legal, and environmental shortcomings, why have you Coasties always been so blind to the hundreds of boats at anchor in Richardson Bay that are in obvious violation?

The most gross example, of course, was *Persevere*, the 100-ft ex-fishing boat that has been moored about 50 yards off Schoonmaker Marina for the last 10 years or so. Day in and day out, you Coasties would motor right past this boat that: 1) Would have sunk if not for the plastic material put around her hull to make it 'watertight'; and 2) Would have sunk if her bilges hadn't been pumped 24 hours a day. Everyone in the world — except, apparently, the Coast Guard — knew it was just a matter of time before she sank.

continued middle of next sightings page

a pirate's tale

A seaman meets a pirate in a bar, and they take turns telling about their adventures. The seaman notes that the pirate has a peg leg, hook and eyepatch. Eventually he asks how the pirate got his peg leg.

"We were in a terrific storm and I was swept overboard into a school of sharks. Just as I was being pulled out, a shark bit my leg off."

"Wow!" said the seaman. "What about the hook?"

"We boarded another ship and battled with her crew. One of them cut my hand off with a sword."

"Incredible!" said the seaman. "How did you get the eye patch?"

"A seagull dropping got in my eye," said the pirate.

"You lost your eye to a seagull dropping?" asked the seaman.

"Well," replied the pirate, "it was my first day with the hook. . . ."

america's cup update

Yes, we know. The best of nine races for America's Cup XXX are not scheduled to commence until February, 2000. But most of the major players are already signed up — and gearing up for active pursuit of sailing's oldest prize. The new year seemed like a good time to get you up to speed on who's planning to be there, as well as the latest news from the two Bay-based syndicates, StFYC's *AmericaOne* and SFYC's *America True*.

According to America's Cup Challenge Associations Ltd. — a body set up to perform the Challenger of Record functions for the New York YC — 10 challenging syndicates ponied up the \$100,000 entry fee by the May 15, 1996, deadline. That also happened to be the one-year anniversary of *Team New Zealand*'s victory over *Team Dennis Conner* at the '95 Cup. Those teams are:

- **The China Challenge**, Aberdeen Boat Club, Hong Kong. (An interesting twist here is that Hong Kong reverts back to Chinese rule on June 30.)

- **PACT 2000**, New York Yacht Club, USA.

- **Nippon Challenge 2000**, Nippon Yacht Club, Japan.

- Monte Real Club de Bayona/Real Club Nautico de Valencia, Spain.

- **Age of Russia**, St. Petersburg YC, Russia.

- (no syndicate name yet), Royal Dorset YC, England.

- **Virgin Islands America's Cup Foundation**, St. Thomas YC, USVI.

- **Défi Pacifique**, Société Nautique Grau-du-Roi/Port Camargue, France.

- **AmericaOne**, St. Francis YC, San Francisco, USA.

- **America True**, San Francisco YC, San Francisco, USA.

Syndicates that have not yet officially entered — conspicuously, Dennis Conner and the Australians — have until May 15, 1997, to do so. 'Late comers' are subject to a \$200,000 entry fee. As we went to press, one such late comer was undergoing the verification process by ACCA: **FAST 2000** (First America's Cup Swiss Team), a challenge brought by Club Nautique de Morges, Switzerland. As mentioned, at presstime, this challenge had not yet been officially accepted.

ACCA, headquartered in Newport, Rhode Island, has also been busy. As well as having much of their infrastructure already in place, the organization has stationed a meteorological buoy in the Huaraki Gulf off Auckland, where the Cup will be sailed. It will soon start transmitting 24-hour data, which ACCA will make available to all challengers of record.

On the home front, here's more from the two local challenges:

America True — Two-time America's Cup and Whitbread veteran Dawn Riley heads this San Francisco YC-based co-ed effort, which was announced in late June. Jeff Madrigali, Leslie Egnot, Merritt Carey, Chuck Riley (Dawn's father) and Ed Kriese are other founding members. As readers will likely be aware, Madrigali has been busy this summer, winning Soling Bronze in Savannah, and class victories at the Kenwood Cup and Big Boat Series, to name a few. Riley has been busier ashore in the last six months on speaking tours and sponsor searches.

Last fall, in New York, Dawn was awarded the Woman's Sports Foundation's 'Give Back Award', which recognizes outstanding community involvement and efforts to share the gift of sports. Long an advocate of youth-

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SIGHTINGS

amcup update — cont'd

involvement sailing programs, Riley said, "This award strengthens my conviction to make community outreach — especially to youth — a key tenet of *America True*."

As part of that commitment, Riley announced on October 10 at the Annapolis Boat Show that *America True* will work with the National Women's Sailing Association (NWSA) to introduce sailing to thousands of kids in 1997. "Fifty kids in 50 states" is the goal, says Dawn, "or as close to 50 as we can get."

Back in the competitive arena, Riley sailed on first-to-finish favorite *Morning Glory* in the Sydney-Hobart Race, which started the day after Christ-

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might

Two months ago, *Persevere* finally did sink, polluting Richardson Bay, a special no discharge zone. And she continues to sit on the bottom, a source of pollution and a hazard to navigation, while various government agencies fight over which taxpayer base gets stuck with the \$300,000 bill to remove her.

It's our belief that you Coasties deliberately avoided the *Persevere*, which was an obvious disaster to be. You guys would

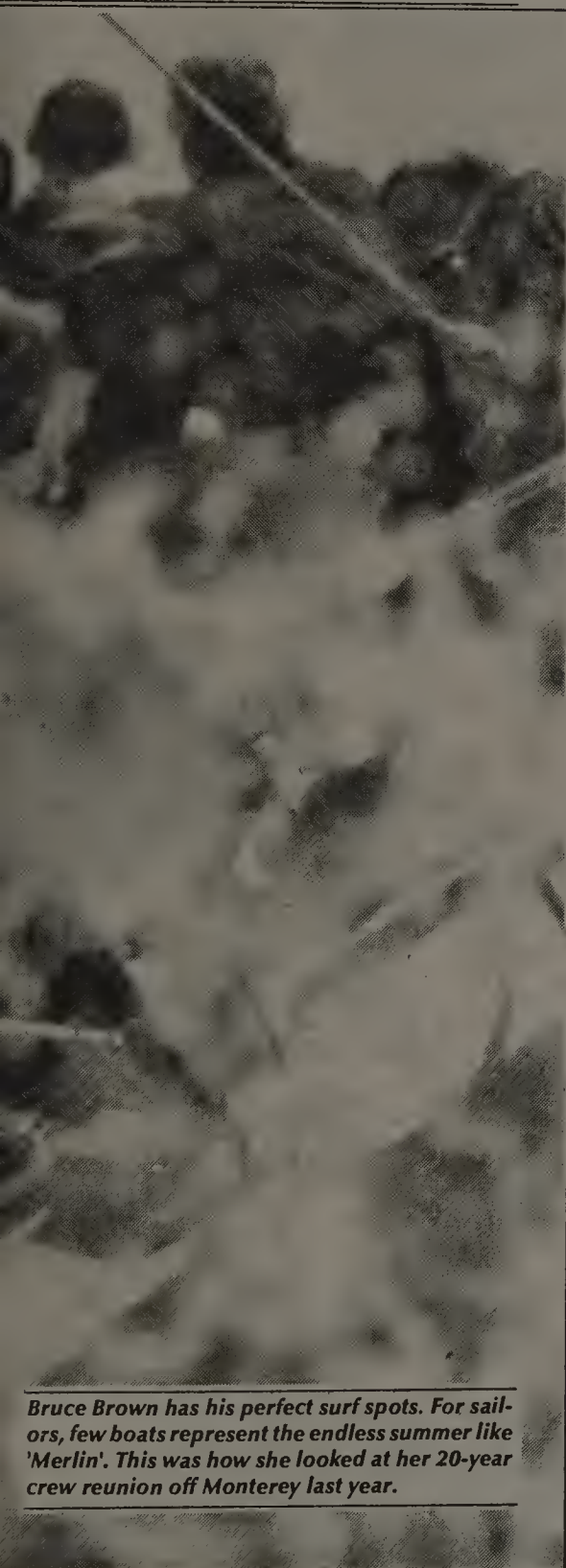


— cont'd

rather bust grandma and grandpa for not having a bell while sailing their Cal 29 across the Bay. That's bullshit, 'D', and we think you know it.

It isn't your fault, and it isn't the fault of 90% of the folks in the Coast Guard. But it's still bullshit. And we, your taxpayer/employers who stand to benefit the most from safety improvement, are demanding improvement.

continued middle of next sightings page



Bruce Brown has his perfect surf spots. For sailors, few boats represent the endless summer like 'Merlin'. This was how she looked at her 20-year crew reunion off Monterey last year.

PATRICK SHORT

amcup update — cont'd

mas. Next spring, she and her co-ed crew will head down to Auckland, where *America True* has been invited by the Kiwis to participate in a promotional event called the 'Mini America's Cup'. Using NZL 10 and NZL 12 — a couple of Michael Fay's '92 Cup boats which have been made identical — *America True* will spar with *Défi Pacifique* and *PACT 2000*, with the winner going on to sail against *TNZ* for at least momentary bragging rights. The series has no bearing on the 'real' Cup racing, but is meant to introduce locals to the syndicates they will see in 2000.

(There were reportedly a few ruffled feathers from syndicates that were not invited to this event. *TNZ* syndicate head Sir Peter Blake offered that the other teams will eventually be accommodated in similar events in the summers of '97-'98 and '98-'99.)

To keep up to date on what *America True* is up to, check out their Web page at <http://www.sfyc.org>.

AmericaOne — Four-time America's Cup veteran Paul Cayard heads this St. Francis syndicate, which was also formally announced in June. Other notable sailors on board at this stage include Olympic Silver Medalist (Soling, '88) John Kosteki and Gold Medalist (Star, '84) Steve Erickson. The syndicate is chaired by George 'Fritz' Jewett, whose long sailing resume includes involvement with the *Intrepid* 12-Meter syndicate in 1974, and chairing StFYC's world champion 6-Meter syndicate in 1991.

In November, Cayard, Kosteki and Erickson headed to Auckland to participate in the Steinlager Line 7 Match Race Grand Prix. The double round-robin event was contended on Farr designed 'MRX's — fractionally rigged 34-ft sloops with six crew each. In one of the most thrilling finals in the 18-year history of the event, they squeaked by Great Britain's Chris Law to win, in the process also beating out seven other teams from Australia, Sweden, Denmark, the Netherlands and three teams from New Zealand.

In one of the first official challenger forays into 'enemy territory', Cayard *et al* remained in New Zealand after the Line 7 event. They were joined by syndicate designer Bruce Nelson for two weeks of training (using borrowed MRXs) and analysis of the 2000 America's Cup course.

Probably the biggest news out of this syndicate broke in December, when it was announced that Cayard would replace Lawrie Smith as skipper of the Swedish *Team EF Challenge* in the Whitbread Round the World Race, which starts this September. Paul plans to do all legs, but is uncertain who else from *AmericaOne* he may bring along, or for how long. (Although Paul is fluent in French and Italian, he notes that he does not speak Swedish. "But there will probably be at most two Swedish crew onboard," he says, "and their English is better than mine.")

The *AmericaOne* web page is at <http://www.ac2000.org>.

As for the Kiwis themselves, they supposedly begin serious sail preparation for 2000 this month. Predictably, the trial horses will be the two 'black magic' boats that proved unbeatable in 1995. But NZL 32 and 38 are just training platforms now, notes '95 skipper Russell Coutts, referring to the boats as 'obsolete'.

Controversy over the proposed \$50 million (NZ) America's Cup center proposed for Viaduct Village in Auckland — it's about an hour's tow from there to the race course — seemed close to resolution as this issue went to press. Approved by the government, the proposal had only to weather a period of public comment before getting the green light.

Finally, Doug Peterson will not be part of the Kiwi design effort for 2000. American Clay Oliver will be, however. He had reportedly returned to New Zealand permanently (to satisfy the residency requirement) before Christmas. Peterson, presently a free agent, is expected to sign with a challenger group.

a new dawn

Like many young sailors on a budget, Port Townshend's Doug and Linda Bell were looking for an ideal pocket cruiser. Unlike many others, however, they knew exactly what type of boat they wanted — a Laurent Giles-designed Vertue class sloop.

It was a good choice. Vertues are world-renowned for their seaworthiness,

continued outside column of next sightings page

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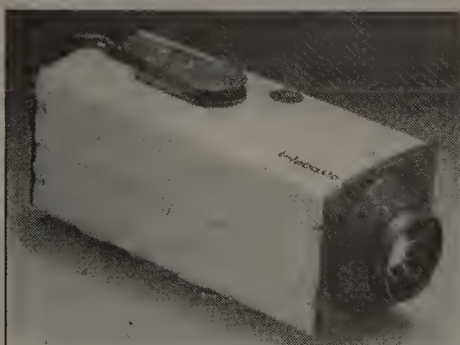
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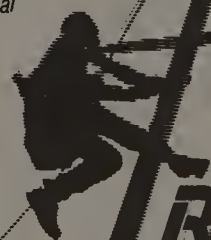
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new dawn — cont'd

and have many ocean crossings and even circumnavigations to their credit. Although the boats afford only 25 feet of 'creature comfort', the Bells felt they could trust the design to take them safely through any conditions they might



COURTESY DOUG AND LINDA BELL

Doug and Linda Bell aboard 'Dawn'.

meet at sea. The only problem was where to find one.

Their search brought 29-year-old Doug, originally from Florida, and 24-year-old Linda, from Southern California, to the Bay Area to inspect several boats, including several smaller fiberglass mini cruisers. They rejected them for mostly 'aesthetic' reasons, and continued to search for their dream boat. After several fruitless months, they finally placed an ad in *Latitude 38* — "Desperately Seeking Vertue. . . ." It wasn't long before the phone rang. There was a boat available in the Delta that had been previously owned and cherished by several Bay Area sailors, including Bill Edinger of Sausalito's Edinger Marine. It was now a big project and yes, the owner wanted to sell.

Like many of the original Vertues, *Dawn* had been built of teak by the Cheoy Lee shipyard in Hong Kong in the 1960s. Edinger, a professional marine technician and wooden boat aficionado, had purchased her in 1974, and kept her in Bristol condition. He cruised the boat up and down the coast several times, culminating in a trip to Mexico in 1980. In 1982, he parted company with *Dawn* and moved up to a larger wooden boat. After several more changes in ownership, she eventually ended up in the Delta. Fourteen years later, as the Bells found out last spring, she was not a pretty sight.

Several years of neglect in the hot Delta sun had taken its toll on *Dawn*. As testimony to her stout construction, however, areas of rot were confined to the plywood decks and the only part of the hull that wasn't teak — the mahogany transom. As a recent graduate of the Northwest School of Boatbuilding in Port Townsend, Doug wasn't frightened by what he saw. His and Linda's only concern was the asking price. It was considerably higher than they felt they could afford, especially for such a 'project' boat. It seems the rekindling of interest in Vertues, partially fueled by the bestselling book *My Old Man and the Sea* (about a father and son who sail around Cape Horn in a fiberglass Vertue), had apparently created a scarcity in the market for the older, used

continued outside column of next sightings page

tale for a

Cape Horn has always inspired the fear, wonder and respect of sailors. Moreso in the old days than now; when yachties on no particular time schedule can sit at anchor until a nice weather window opens and then go videotape themselves waving to mom as they 'round the Horn'.

Back in the old days, mariners couldn't wait. Masters of sailing ships had goods to deliver. They had to deal with whatever old Cape Stiff threw at them without the benefit of weather forecasting, radar, radio or electronic navigation of any kind. If they didn't get clear skies for a few days, they didn't get a position for a few days.

The following is excerpted from a by Felix Reisenberg entitled, simply, *Cape Horn*. It contains many stories from the logs and writings of mariners of the great age of sail who battled the Horn and won — sometimes at a great price.

This particular passage (with occasional insertions by Reisenberg) was written by one David Bones, a 'brassboulder' lad on the Scotch bark *Florence*, of Glasgow. Sometime near the turn of the century (the year was not specified) she was out of San Francisco bound home. At about 55° South, while transiting the Drake Passage, she was making about 4 knots north in a light breeze and thick mist with, as David put it, "a long westerly swell — the ghost of Cape Horn graybeards — running under her in oily ridges." The 0400 watch had just come on deck and were waiting for the cook — the 'doctor', as they called him — to get the morning coffee going. The only sound to be heard was Dago Joe blowing a doleful tune on the foghorn as the glow of dawn crept over an unseen horizon. . .

"R-r-ah! . . . R-r-ah! . . . Ra!" was the way it ran; a mournful bar, with windy gasps here and there, for Dago Joe was more accustomed to a cow horn.

"A horn," said Welsh John suddenly. "Did 'oo hear it?"

No one had heard. We were gathered round the galley door, all talking, all telling the 'doctor' the best way to light a fire quickly.

"Iss! A horn I tell 'oo. . . Listen! . . . Just after ours is sounded!"

Indeed, the next three blasts were followed by three faint blasts from ahead. With three more blasts came another response. The mate and the sleepy watch concluded we were overtaking another ship, the other fellow's horn becoming louder. David was sent down to rouse the captain. Old Jock, being turned in 'all standing', slipped into his boots and dashed on deck.

"Aye, aye! Where do you make this ship? Ye would see her before the mist cam doon, eh?"

winter's night

"Sound that horn forrard there!" shouted the Mate.

"R-r-r-ah! . . . R-r-r-ah! . . . R-r-r-ah!"

We bent forward with ears strained to catch the distant note.

". . . R-r-r-ah! . . ." At the first answering blast Old Jock raised his head, glancing fearfully round. ". . . R-r-r-ah! . . . R-r-r. . ."

"Down hellum! DOWN HELLUM! DOWN!" he yelled, running aft to the wheel. "Haul yards forrard! Le'go port braces! Let 'm rip! Le'go and haul! Quick, Mist'r! . . . Christ! What ye standin' at? . . . Ice! Ice, ye bluidy eedi't! Ice! Th' echo! Let go! LE'GO AN' HAUL! LE'GO!"

Ice! The decks that so lately had become quiet as the air about us resounded to the din of sudden action. Yards swinging forward with a crash — blocks whirring, ropes hurtling from pins, sails lifting and thrashing to the masts, shouts and cries from the swaying haulers at the ropes, hurried orders. And loud over all was the raucous bellow of the foghorn as Dago Joe, dismayed at the confusion, pumped furiously. *Ra! Ra! Ra! Ra! Ra!* . . . *Ra! Ra! Ra! Ra! Ra!* . . . Note for note, the echo came out of the mist.

"Belay all! Well mainyards!" The order steadied us. We had time now to look. There was nothing in sight. Nothing but the misty wall that veiled our danger. . .

She was swinging slowly against the scend of the running swell, lying up to the wind. Martin had the wheel and was holding the helm down, his keen eyes watching for the lift that would mark the limit of steering-way. The old man stood by the compass, bending, peering, sniffing, nosing at the keen air — his quick eyes searching the mist ahead, abeam, astern. Martin eased the helm. She lay quietly with sails edged to the wind, the long swell heaving at her, broadside on.

Suddenly the light grew out of the mist and spread on both bows — a luminous sheen, low down on the narrowed sea-line. The 'ice-blink!' Cold! White!

At the first glow the old man started, his lips framed to roar and order. But no order came.

Quickly he saw the hopelessness of it. What was to happen was plain, inevitable! Broad along the beam, stretching out to leeward, the great dazzling 'ice-blink' warned him of a solid barrier, miles long, perhaps.

. . . There was a misty gap to the south of us. No 'ice-blink' there! . . . If she would be put about? . . . No, there was no chance . . .

"Embayed!" he said bitterly, turning his palms up. . . "All hands aft and swing th' port boat out!"

(David tells how they knifed at the lashing of the boat, turned bottom up on the skids, as was the custom. How they righted her and

continued middle of next sightings page

new dawn — cont'd

boats — even projects.

The Bells reluctantly returned to the Pacific Northwest. However, after consulting with a knowledgeable friend who advised them to "pay whatever it takes," they decided to make another offer. A deal was finally struck and by June, *Dawn* was on her way by truck to Port Townshend.

With Geoff Pratt, a friend and fellow graduate of the boatbuilding school, the Bells set to work on the project immediately. Linda recalls scooping 'handfuls' of rotted wood out of the rear deck, while Geoff worked on replacing the transom. With funds from the sale of their former 'micro' cruiser, a Montgomery 15 sloop, they purchased and installed a new Yanmar diesel. They repaired and reglassed the decks, ripped out the interior and the fuel and water tanks, sistered several frames, inspected all the floors, and replaced thru-hulls and other fittings.

If they got stumped on how to do something, they turned to the scores of local shipwrights in Port Townshend, arguably the 'wooden boat capital' of the West Coast. It wasn't long before the *Dawn* project became a model for the new students at the nearby boatbuilding school. Doug and Geoff, students turned teachers, proudly displayed how they put the skills they'd learned to use in rebuilding the boat.

Although the interior remains to be reassembled and the rig re-stepped, the Bells decided to launch *Dawn* in early November. The teak hull had stayed amazingly tight for nearly six months on the hard, but Linda felt the boat had been "out of the water too long." The couple hope to finish the interior over the winter while Doug completes a Merchant Marine training course in the Seattle area.

Future cruising plans call for a trip north next summer followed by an open-ended trip south in the winter.

While many of their age group face the daily grind with fuzzy ambitions at best, it's refreshing to see the clear-sighted goals of the Bells and the happiness they find in pursuing them. We look forward to seeing the fruits of their labors when the 'new' *Dawn* passes through the Bay once again on the way to joining the Mexico Cruising Class of '97-'98.

— john skoriak

the cost of cruising

Bonnie and I took our Island Packet 35 *Piece of Cake* in '95's Baja-Ha-Ha II. After that San Diego to Cabo leg, our trip took us up to La Paz for a taste of the Sea of Cortez, across to Mazatlan, and then farther south with *puertos intermedios* to Manzanillo and Las Hadás. It was at that point we — regrettably — had to reverse direction. After enduring the 'Baja Bash', we arrived back in San Diego on April 3, our boat and marriage still intact.

December's *Latitude*, with the *Sightings* piece on the Gormans and their cruising budget, prompted us to finally calculate what our 5+ month trip to Mexico cost. It came to \$6,362 — or \$1,272 per month. This is about double what the Gormans spent, but after reading our expense breakdown below you'll see that we could have cruised comfortably on their budget. We hope our 'excessive' spending can be excused because we're beginners. Besides, we were contributing to the Mexican economy.

Annualized, our trip would have come to a bit over \$15,000 — which isn't too bad when you consider that the typical Northern California mortgage costs about the same. It should be noted that this total does *not* include our boat mortgage payment, and unlike the Gorman's total, does not include our health insurance.

We were gone 156 days and spent 69 nights (44%) in various marinas. The rest of the time we were underway or at anchor. The daily marina rate for our 38-ft (LOA) boat varied from a low of \$6.84/day during a special promotion at Marina Mazatlan to a high of \$31.12/day at Cabo on our way back home (no special Baja Ha-Ha rate in the spring). The average was around \$20/day. The total was \$1,365 or 21% of our budget. Some cruisers in Mexico *never* pull into a marina.

Despite over-provisioning in San Diego before our departure, we dined out

continued outside column of next sightings page

cost of cruising — cont'd

almost every day. The majority of restaurants were so good and inexpensive that it just didn't seem right to cook. Even when anchored out, there always seemed to be a little *palapa* restaurant only a short dinghy ride away. We did manage to find some expensive places to eat. La Golandrina in Cabo, for example, where the seafood feast for two could have fed four. Playa Rosa restaurant in Careyes presented us with a good meal, but the automatic tip and tax surcharge dented our cruising budget. Warning: be wary of restaurants that don't post prices. Los Pibes restaurants in Puerto Vallarta served the best steaks we had in Mexico. By Mexican standards they were expensive; by U.S. standards they were not.

Our dining out expenses came to \$1,847, or 29% of the total. By the way, this included quite a bit of 'liquid bread' (*cerveza*) and 'margarita moments'. Our grocery expenses, including potables, came to a mere \$579 or 10% of the total.

Diesel and related expenses — oil and filter changes, and materials bought in San Diego — cost us \$535 or about 8% of the total. Some \$430 of that went for fuel for our three-cylinder Yanmar 35-hp diesel. One of the big surprises was the amount of motoring and/or motorsailing we did to get from one place to another. With a limited time to cruise, we didn't have the ability — or patience — to wait for the wind. Next time will be different.

As mentioned earlier, additional boat insurance for the trip was \$503, some \$221 of which went toward Mexican liability. This is another 8%. The rest of our expenses included gifts for the folks back home, phone calls back to see how much was left in our checking account, film and film developing, a newspaper every now and then, fishing lures, laundry and ice. (We didn't have refrigeration yet we never went without cold beer!) We did make one major appliance purchase: a blender. Naturally, we had three of them in various storage locations back in San Diego.

Could we have done our cruise less expensively? Easily. Could we have cruised as well and happily on less money? Again, easily.

One caveat. Ours was a relatively trouble-free cruise. We did have two cabin light bulbs burn out, and did lose a rivet on the main sheet boom bail. But that was it. Repair costs and the price of getting parts into Mexico, however, can easily blow a budget.

The adventure was great and we can't wait to go again. We are truly grateful for the number of times we read "Just do it!" in *Latitude*. It finally sunk in.

— *bonnie & brian hogan*

Editor's Note: "How much does cruising cost?" is one of the most common inquiries we get here at Latitude. We would be interested in hearing from other cruisers who have amortized out their costs of cruising for inclusion in an ongoing database.

greenhorns take to the bay

What would happen if you and a group of co-workers were marooned together on a desert island? Or stranded on a hike? Or even just trapped together in an elevator?

According to behavioral scientists, you would probably devise new ways of relating. Leaders — perhaps individuals you never imagined — would emerge. Your group would learn to be expedient, to rely on each person's strengths, and to work together.

This variety of team development is the premise behind Pacific Yachting's Team Challenge program: Put a group of co-workers — most of whom have never sailed before — in mid-size boats, give them a crash course in sailing, then turn them loose on Monterey Bay to race each other.

"It gets them out from under the fluorescent lights and away from the computer screens," explains Marc Kraft, owner of Pacific Yachting and mentor of Team Challenge. "Let them enjoy a day out in nature, a little friendly competition, and who knows what will happen?"

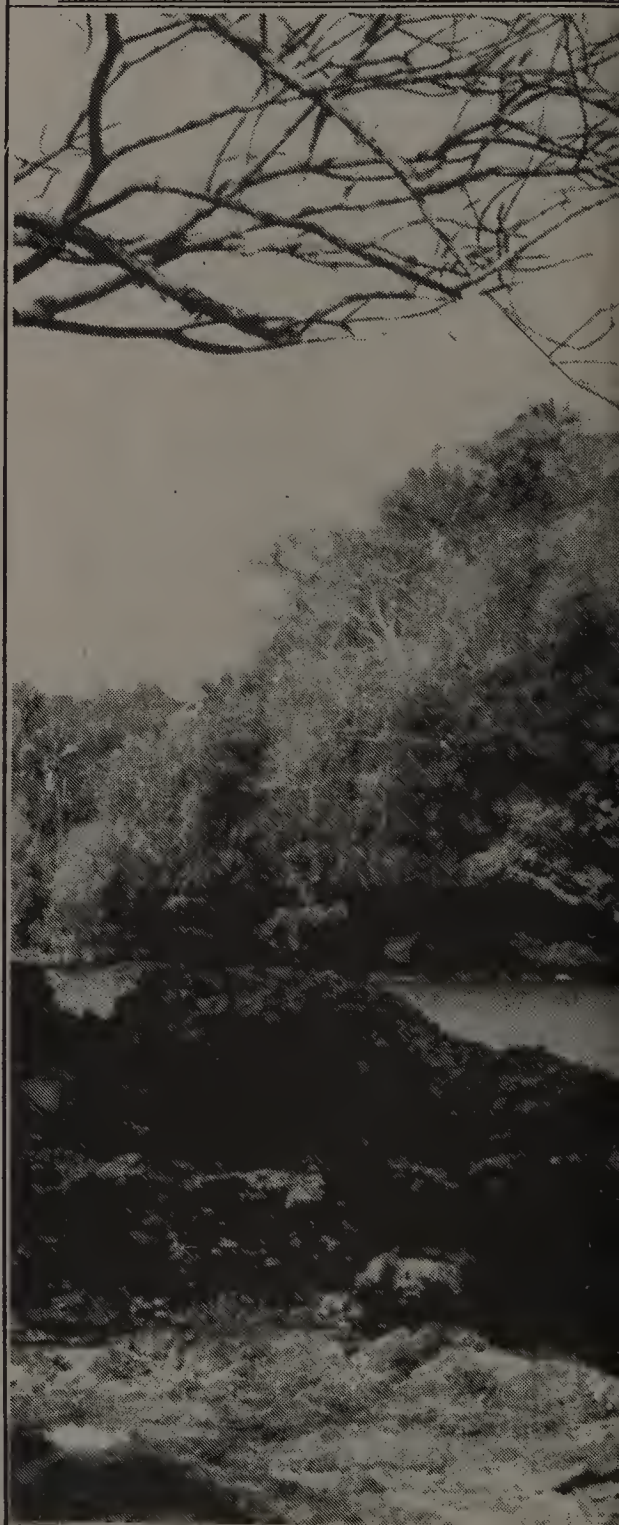
Busfulls of initiates roll early in the morning beside Pacific Yachting's offices at the Santa Cruz Yacht Harbor. At one such arrival, there were cries of surprise and delight as 30-odd employees of the PC Operations Division of

continued outside column of next sightings page

winter tale

started to provision the boat. Then the apparition of a small calf of ice, thrown off from the main berg, a piece that was hardly as high as the lower yards, moved in on them in the misty swell. They had hoped to lower the boat and tow the ship's head around, when Cape Horn took charge.)

In a moment, we have closed with the ice and are hammering and grinding at the sheer glistening wall. At the first impact the (jib) boom goes with a crash! Then the fore-to-gallant mast — yards, sails, rigging, all hurtling to the head, driving the decks in! A shelf of solid ice, tons weight of it, crashes



— cont'd

aboard and shatters the fore-hatch! now there is a grind and scream of buckling iron, as the beams give to the strain. The ring of stays and guy-ropes parting at high tension, the crash of splintering wood! The heaving monster draws off, reels, and comes at us again! Another blow and . . .

The old man, gaining the deck with his ship's papers, takes in the situation. The collision has turned her head. He belays his order to lower the boat. They leave the swinging boat. The main yards are squared. She strikes the ice again and they stagger for

continued middle of next sightings page

greenhorns — cont'd

3-Com hit the docks. It seems the execs had no idea where they were going or what they were going to do until they reached the harbor. Surprise offsites, explained organizer Char deGroot, are *de rigueur* with this division of the South Bay software mogul. One year, they journeyed to Angel's Camp to go rappelling together. ("I don't think we'll be doing *that* again," admits deGroot.)

The first order of business is to learn the basics. Pacific Yachting's skippers give each group fundamental instruction in the rudiments of sailing: theory and trim, steering, how to tack — plus a few simple terms like 'hard a-lee', 'winch' and 'jib'. They purposely avoid more sophisticated concepts, such as 'port' or 'starboard'. After all, this is only a one-day exercise.

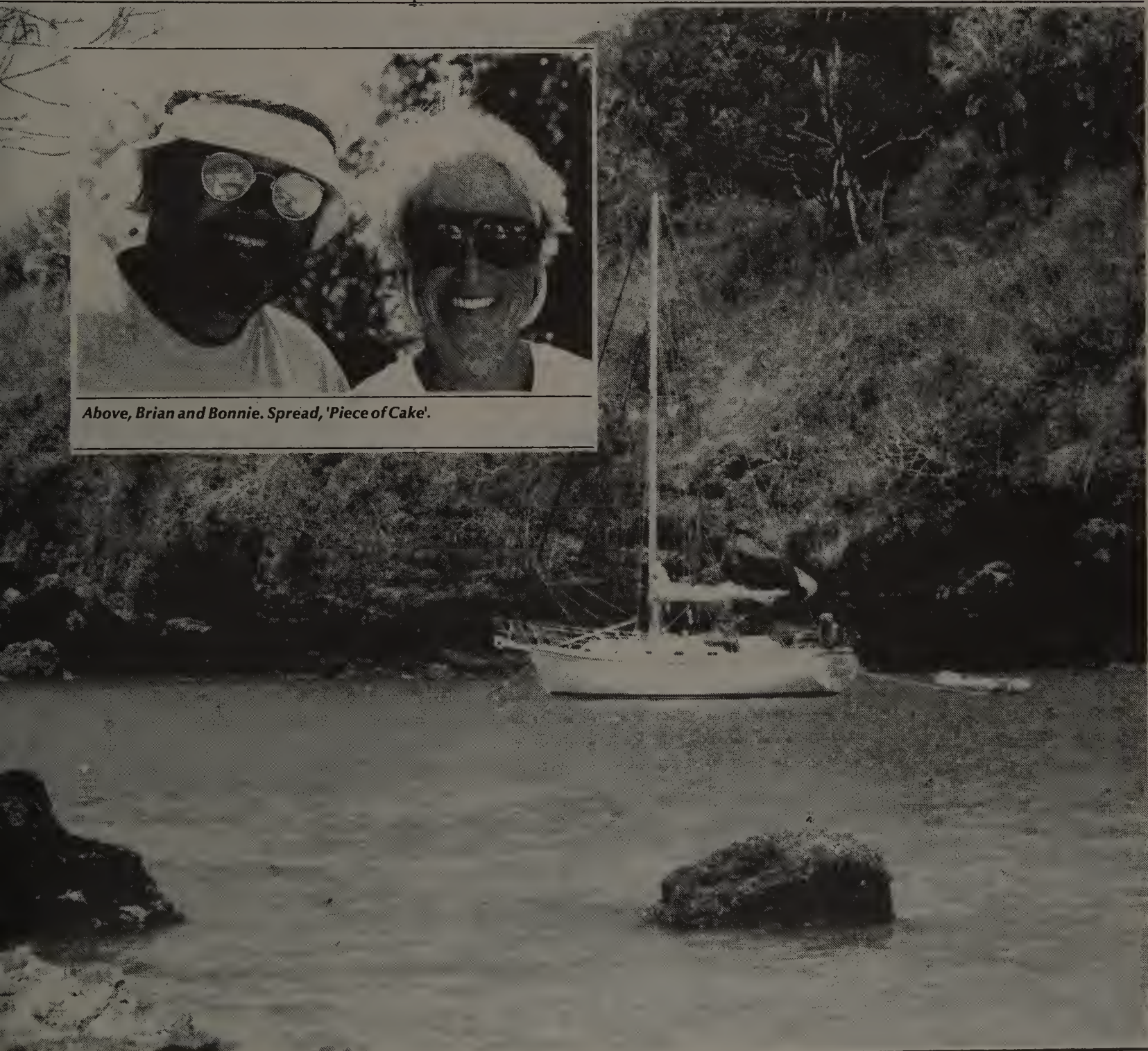
Then it's out onto the bay for a short practice period.

Various companies offer competitive sailing/teambuilding programs, but Pacific Yachting is perhaps the only outfit that utilizes mid-size boats, which

continued outside column of next sightings page



Above, Brian and Bonnie. Spread, 'Piece of Cake'.



greenhorns — cont'd

vary in length from 27 to 38 feet. The advantage to this, explains Kraft, is that it adds the complexity of handicapping to the challenge. Plus, with six people to a boat, the teambuilding becomes more complex, with more possibilities for interaction among the participants.

Team Challenge is a fete that draws convention: goers, out-of-state visitors — even celebrities. For example, Dennis Conner joined a group of Pepsico employees for a Team Challenge. . . his boat took second. So many Bay Area software companies participate in Team Challenge that Kraft plans this year to hold a special 'Best Team Challenge' event just for them.

The sea is calm for the morning session and all goes well. The 3-Com execs return to the dock for a lunch break, confident in their new knowledge of sailing. Phrases like "A piece of cake," "Easy!" and "Nothing to it" spice the conversation. Somehow, they don't seem to recognize any challenge in sailing.

continued outside column of next sightings page

winter tale

a foothold. They hurry to the braces.

As we struck, sidling on the bows, the swell has swept our stern round the berg. Now we are head to wind and the big foresail is flat against the mast, straining sternward!

It is broad day now, and we see the calf plainly as we drift under sternway apart. The gap widens! A foot — a yard — an oar's length! Now the wind stirs the canvas on the main, a clew lifts, the tops'ls rustle and blow out, drawing finely! Her head still swings!

"Foreyard! Le'go an' haul!" roars the old man. We are stern on the main ice. Already



— cont'd

the swell — recurving from the sheer base — is hissing and breaking about us. There is little room for sternboard.

"Le'go an' haul!" We roar a heartening chorus as we drag the standing head yards in.

Slowly she brings up. . . gathers way . . . moves ahead! The calf is dead to windward, the loom of the main ice astern and a-lee. The wind has strengthened; in parts the mist has cleared. Out to the south'ard a lift shows clear water. We are broad to the swell now, but sailing free as Martin keeps her off! From

continued middle of next sightings page

Team Challenge participants spar with each other on Monterey Bay.



KATHERINE KNIGHT

greenhorns — cont'd

While they are munching away, however, a summer phenomenon occurs with which all Northern California sailors are familiar: the calm zephyrs of morning give way to the blustery winds of afternoon. As the skippers and crews head back out, they discover that the Pacific has turned from a serene lake into a white-capped, menacing beast.

Some of the participants are intimidated. Others are seasick. Most are skeptical. "Can we do this?" they ask themselves silently. "After all, we're only beginners."

At this juncture, the Pacific Yachting skipper aboard each boat plays a vital role. Doug Cleckner, one such skipper who has participated in nearly all of the more than 150 Team Challenges since the program's inception in 1981, explains. "The skipper actually becomes the facilitator of the group. . . and we try to keep them from gibing."

The race is short, but gives the participants a good taste of what sailing competition is all about — tacking around marks, downwind and windward legs, right-of-way rules, and friendly competition — often punctuated by a post-race water balloon fight.

As the first boat returns to the dock, the crew shout, "We won!" The next arrival, cognizant of the handicapping system, asserts, "We won!" Even the third boat claims victory, and the arguments continue all the way to the bus and probably until tomorrow, when Kraft will tally the race results.

Many companies come back to do Team Challenges year after year. Some of the neophytes find themselves attracted to the sport and return on their own time to enroll in Pacific Yachting's instruction and charter courses.

But the biggest effect of a day on the water is usually more subtle: a new way of thinking and working together that can be transferred to the company and to life. Perhaps new bonds were formed between co-workers. Perhaps now management will look with a different insight and maybe a new respect at that quiet, 'passive' person who sits behind a computer all day. As Tristan Jones once observed, "The ocean brings out the character in a person."

— katherine knight

Pacific Yachting Unlimited can be reached at (408) 476-2370; fax (408) 423-4260.

sailing seminar series

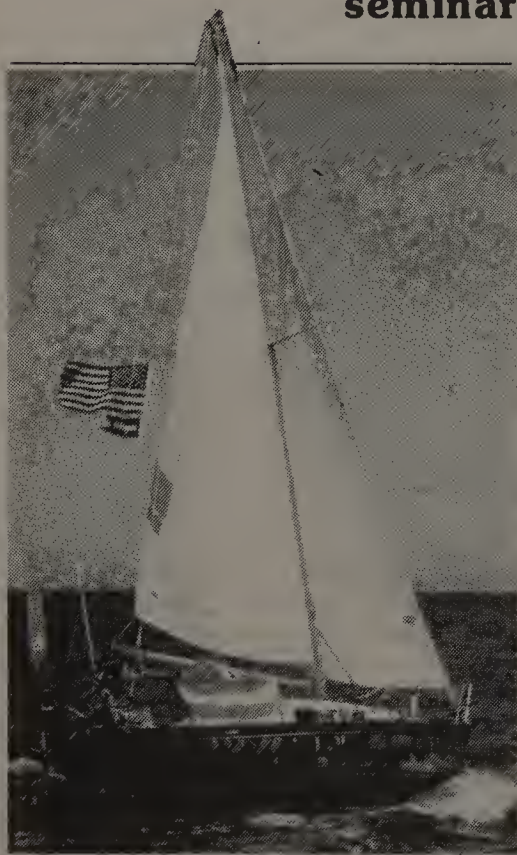
January and February in California are getting to be as anticipated a two months for sailors as July and August. Well, maybe not quite. But in addition to the great light-air sailing of the Golden State in winter, the first months of the year always bring forth a bevy of great speakers and sailing-oriented presentations up and down the coast. Here's a look at what's coming up in the Bay Area, followed by a short review of speakers at the always-excellent Orange Coast College series in Costa Mesa and Ventura.

January 17, Corinthian YC (8 p.m., \$7 at the door, more info: 435-4771) — Come spend an evening with Brian 'BJ' Caldwell, America's youngest circumnavigator. On June 1, 1995, at age 19, BJ departed from Hawaii on his Contessa 26 Mai (Miti) Vavau, circled the globe via the Cape of Good Hope and Panama Canal, and crossed his outbound track on September 28 of last year. (Ironically, BJ, then 20, held the 'youngest ever' title less than two months. It was usurped in mid-November by 18-year-old Australian David Dicks.) BJ's slide presentation and talk will likely harken readers back to his 'Life of Brian' Sightings dispatches, which appeared regularly in *Latitude* throughout his trip. He'll also have an announcement about his next project.

January 31, Corinthian YC (8 p.m., \$7 at the door, more info: 435-4771) — The first time we ever saw Robin Davie was in Charleston harbor a few days before the start of the '94-'95 BOC Challenge — the solo round the world race. His well-worn 40-ft cutter *Cornwall* — at 20 years by far the oldest boat in the fleet — looked out of place among the lithe, multimillion-dollar Class I skimming dishes of the top competitors. And while they seemed constantly occupied with interviews or other sponsor-pleasing activities, Davie

continued outside column of next sightings page

seminars — cont'd



BJ Caldwell and 'Mai (Miti) Vavau'.

talked and joked with passersby, selling an occasional T-shirt right off the boat to make the last few bucks he needed to make it to the start. "I wouldn't be here if it weren't for the people of Charleston," we remember him saying. Of course, he did make it to the start of his second BOC (the first was in '90-'91), and once again made it around the world — presumably selling T-shirts at every layover along the way. Among the adventures he'll show in both slides and video is losing his mast on the third leg of the race, and sailing around Cape Horn under jury rig.

February 6, Cowell Theater, Fort Mason (7:30 p.m., \$10 in advance or at the door) — The Yukon Olympic Yachting Tour welcomes Bay Area sailors to an exclusive showing of the 1996 Olympic yachting film *Bonanza in Savannah*. The evening will be hosted by ESPN sailing journalist Gary Jobson, and will also

include a slide show, Gary's insights on last summer's Games and how the U.S. will gear up for Sydney in 2000. Also on hand will be Courtney Becker-Dey, who will recall the events leading up to her bronze medal in the Europe Dinghy class. This presentation, part of a 15-city tour sponsored by the GMC Yukon full-size sports utility vehicle, is limited to 400 people. The proceeds will be split between US Sailing's development program fund and the Thomas Blackaller Fund. Tickets will be sold at the door, but if you want to make sure you get in, you can buy them in advance by calling the St. Francis YC at 563-6363 and asking for the race office.

Orange Coast College

All lectures of the 1997 Sailing Adventure Series, now in its 22nd year, are held both at Ventura college (805-654-6459) and Orange Coast College (714-432-5880). Note that the first date on each two-lecture entry below occurs at Ventura; the next at Orange Coast. Call for times and prices.

January 9/10 — Windswept, A Family's Five-Year Round the World Adventure. George Day is a former editorial director of both *Cruising World* and *Sailing World*. In 1990, he resigned those posts and, with his wife and two sons, took off on a westabout circumnavigation. Join the Days for cruising adventures aplenty, including the family's byzantine and Egyptian sojourns and their joyful homecoming.

January 16/17 — Against All Odds. Webb Chiles is an adventurer in the true sense of the word. For example, during his first circumnavigation, which started from San Diego in an engineless Ericson 37, he was capsized three times off Cape Horn — yet still completed the fastest solo circumnavigation at that time. Although familiar with his writing, we became lifelong fans when he almost died off Florida a few years ago when his boat sank out from under him. His story of treading water and thinking about life and death for 26 hours before being rescued is one of the best pieces of writing we've ever read. He's now preparing to take off for his fourth round-about, so catch him while you can.

January 23/24 — Youngest Sailor Around the World. We've already introduced BJ Caldwell above, but have we told you yet about the toughest

continued outside column of next sightings page

winter tale

under the bows the broken boom (still tethered to us by stout guy ropes) thunders and jars as we move through the water.

"Cut and clear away!" roars Old Jock. "Let her go!"

Aye, let her go! We are off . . . crippled and all . . . out for open sea again!

cures from

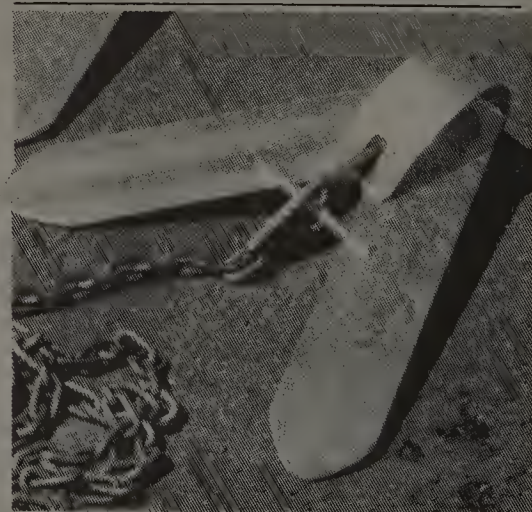
Researchers have begun scouring the bottom of the ocean off the Bahamas in an attempt to find cures for a variety of ills from allergies to AIDS. Specifically, they're looking for organisms that may produce chemical compounds found nowhere else on terres-

off the

A few years back, an old friend of Chuck Ford asked for his help. Willie was 84, and darn it, the anchor on his 16-ft fishing boat was getting too hard for him deal with anymore. Could Chuck come up with a solution to the problem?

Ford, who ran a welding business at the time, said he'd work on it. That was seven years ago. Willie finally got his anchor (although today, at 91, he doesn't get out fishing much anymore), and Chuck has a new business based on the anchor he created for his old friend: Newcon (for 'new concept') Marine Company.

On the surface of it, one might think that coming up with a new anchor might be akin to inventing that better mousetrap. But Ford looked at it with fresh eyes. He studied the popular existing types of anchors, not only for how they set and held, but for how they



The Newcon anchor even comes with its own chain leader.

broke out of the bottom. In that latter regard, all, he noticed, required leverage applied to the end of a long stock — similar to pulling

— cont'd

The *Florence* put into Port Stanley, the Falklands, and had her bowsprit replaced, her plates repaired. That grand old man, Jock Leish, remains forever as a master mariner worthy to have sailed the Sea of Drake.

the deep

trial earth. Such natural remedies have long been sought in the world's rain forests, but the search has only recently extended to the ocean. One precedent: a series of compounds from deep-sea creatures that may prove useful in treating arthritis.

hook

on the end of an ax that's stuck in a piece of wood. That got him to wondering what would happen if you shortened the stock, effectively moving the center of effort from the end to nearer the middle. He welded up a few prototypes and started testing, eventually coming up with the design you see here.

(Of course, the development process was quite a bit more involved than this simplification. Ford experimented a lot with fluke sizes, angles and so on — and over the years he's consulted with many different people in the marine industry from engineers to boat owners).

Although it sets with the best of them — it's been tested in sand and mud — what makes the Newcon anchor different is the way it breaks free of the bottom. Instead of having to 'break out' like most anchors, upward force causes the Newcon to back out of the bottom like a shovel out of soft dirt. This also promotes 'self cleaning', which makes the anchor lighter and easier to lift back to the surface than your average Danforth or CQR, which typically come up with half the harbor bottom still attached.

As proof of its efficiency, Chuck's promotional tape shows his 9-year-old granddaughter deploying and retrieving a Newcon anchor from his 27-foot boat by herself.

Other benefits from testing so far: the anchor ascends and descends in a straight line, and will reset within its own length if the vessel changes position. Ford also feels that the design will help eliminate the frustrating problem of boaters having to cut anchors free that have caught on underwater obstructions.

Chuck has obtained a patent for the

continued middle of next sightings page

seminars — cont'd

part of his solo circumnavigation? "The four years of pre-trip planning and waiting for my high school graduation!" he says.

January 30/31 — *High Latitudes, High Adventure*. There aren't many



Webb Chiles and 'Hawke'.

cruisers around who haven't heard the name John Neal. Here's your chance to see one of the most published and well-traveled cruisers on the oceans today. In the last 20 years, aboard a series of boats all named *Mahina Tiare*, Neal has poked his bow into most of the well-known anchorages around the world at one time or another. And a number of less traveled ones. This multimedia lecture focuses on his latest excursion from Alaska to Cape Horn and on down to Antarctica. Don't miss it!

short sightings

ANGEL ISLAND — Where there's smoke, there's fire — and there's been plenty of smoke curling off Angel Island in November and December. No volcanic activity or sieges by Woody Harrelson's green guerrillas, reports Park Ranger Dan Winkelman. Only burn piles raked up after the most recent eucalyptus-clearing. And there were lots of piles. In mid-December, he reckoned there were about 120 piles to go, which means we'll likely be treated to 'smoke signals' from Angel Island through January.

IPSWICH, ENGLAND — Next time you're wandering your favorite port o' call and you spy a large container ship painted pink, don't rush home and check into the Betty Ford Clinic. It's all part of a scheme by Ipswich-based Contship Containerlines Ltd., to raise its profile and thus attract new business. While some shipping analysts are simply chuckling and shaking their heads at the idea, Contship has gone ahead with the idea, painting three of its ships the quite unship-like colors of pink, yellow and turquoise.

OFF SAN PEDRO — The Coast Guard had to medevac 28-year-old Scott Irvine off the cruise liner *Holiday* after the liner's doctor contacted them at midnight December 9 to report "the patient had his nose amputated by a human bite and needed to have it reattached immediately." Upon arrival in San Pedro, Irvine and his nose were transferred to St. Mary's Hospital in Long Beach. Authorities met the *Holiday* when it pulled in to detain suspects in the case. As of presstime, there was no further news of who they picked up, the cause of the nose job, or whether reattachment was successful.

WATERWORLD . . . OH, SORRY . . . OKINAWA — The U.S. Military has had a significant presence on Okinawa since allied forces captured it in World War II. America administered the island until 1972, when it was returned to Japanese control (the Ryukyu Islands, of which Okinawa is a part, are a prefecture of Japan). However, U.S. military bases continued to occupy 20% of the island's land, and — despite the fact that military spending accounts for a large part of the local economy — Okinawans have been

continued outside column of next sightings page

shorts — cont'd

increasingly vocal and angry about getting us out. Pressures increased after the September, 1995, rape of a 12-year-old Okinawan girl by three U.S. servicemen.

Last month, Defense Secretary William Perry announced a timetable for return of a number of bases to Japan in the next 10 years. He also revealed an ambitious plan to transfer one base, the Marine Corps Air Station at Futenma, to a floating platform anchored a half mile offshore.

If built, the proposed platform would be the largest offshore steel structure ever built, stretching 4,900 feet in length and housing a runway, hangars, a control tower, maintenance buildings and barracks for as many as 500 people. The estimated costs, \$1 to \$2 billion, would be borne by Japan.

Three options are being considered. In the first, the platform would be anchored, like an oil rig, to the seabed by large steel pillars. A second option

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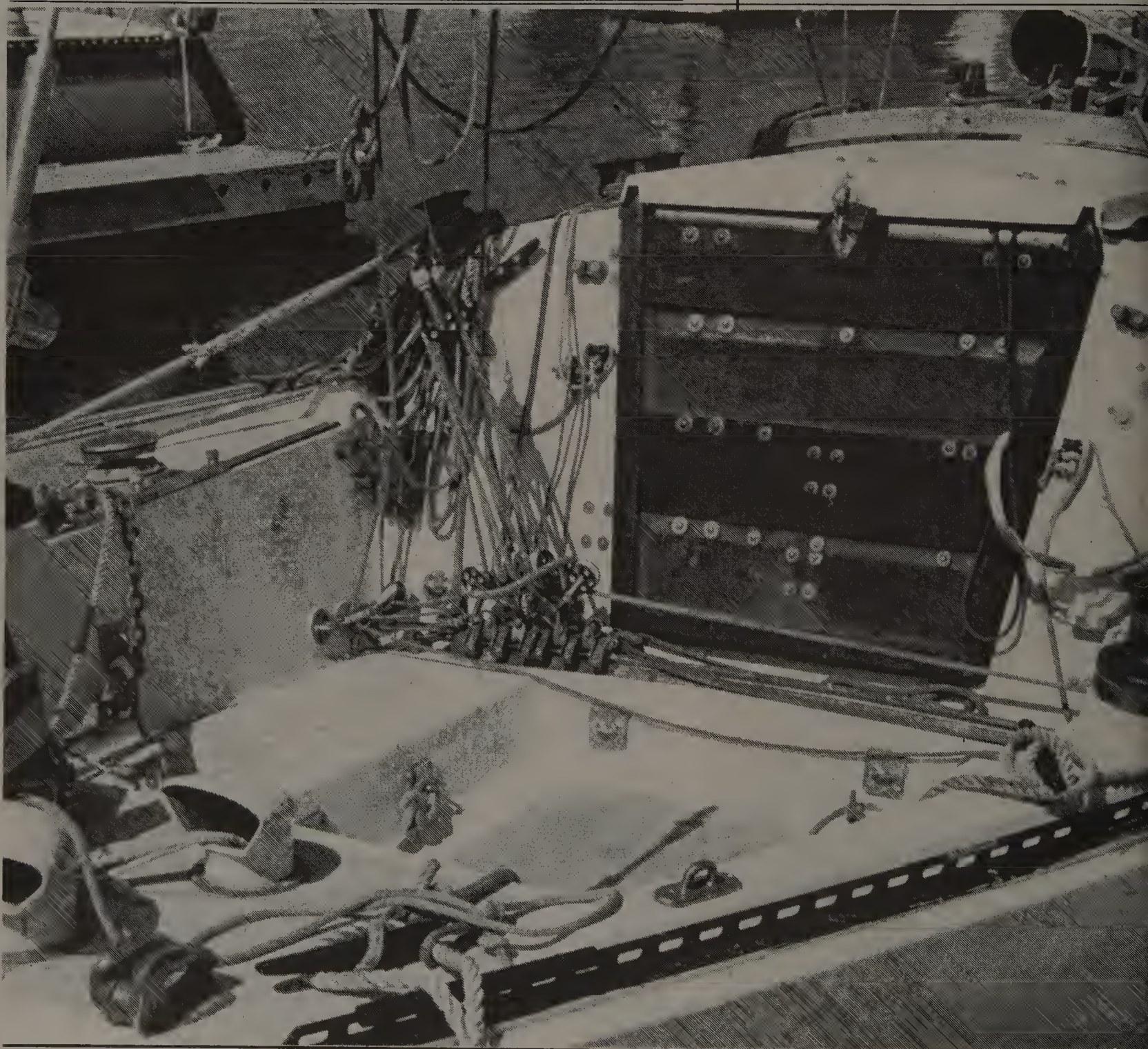
hook

Newcon anchor and is about to go into production with it. Although we haven't had the opportunity to test drive one ourselves yet,

what's

Some boats are set up for simplicity and some boats, well, aren't. Like this boat, which is not a Whitbread maxi. It's a 28ish footer spotted in an East Bay slip.

Yeah, we did pick up from the shallow cockpit and filled windows that this is a boat meant for some serious offshore work. We



— cont'd

from all outward appearances, the Newcon looks like a winner.

my line?

only wish we'd bought stock in New England Ropes before this guy went to the chandlery.

Oh, sure. We're kidding. With all the attention to setup, we're sure that it's a great boat to sail. But all seriousness aside, it's also our nominee as 1997's 'boat we'd least like to go sailing barefoot on.'



shorts — cont'd

would be to support the structure with a number of pontoons and surround it by a breakwater. The third option is to erect the platform over a partly-submerged 'displacement hull'. A detailed plan for the platform is not expected until the end of the year.

THE OCEANS — They're called red tides, but the phenomenon also comes in brown, green or for all practical purposes 'transparent' to the human eye. But they're all the same thing: unusually high blooms of algae that kill or contaminate fish, shellfish and marine mammals in certain areas. Sometimes, even humans are affected — most often in the form of eye and/or nose irritation. However, the ciguatera toxin found in some Caribbean fish is considered a 'red tide' algae. Anyone who's experienced the discomfort of that tropical 'bug' doesn't soon forget it.

Some scientists now suspect that human-produced nutrients may have a profound influence on the severity of some blooms. That is almost certainly the case in Hong Kong, Korea and the Sea of Japan, where a major effort to stem discharges of effluents resulted in a 50% decrease in blooms. Similar efforts to 'stem the tides' in the U.S. are now being studied.

SYDNEY, AUSTRALIA — City officials in Sydney are attempting to clean up their picturesque harbor enough to entice dolphins to return in time for the 2000 Olympics. Once common in the harbor, the playful mammals were driven away by industrial pollution and floating garbage over the years.

NEW ORLEANS — Talk about mall rats, did you catch the video of the freighter *Bright Field* making her own parking space at the Riverwalk shopping mall, one of New Orleans' picturesque riverfront gathering places along the Mississippi River? Footage shot from at least two different video cameras on December 14 showed the 700-ft Liberian-flagged ship plowing into the mall, sending boards flying, people running and walls collapsing. When she finally came to rest, a 100-yard swath of the structure was demolished.

The accident, which occurred about 2:30 p.m. local time, became apparent to those on board the ship several minutes before it happened. All sorts of sirens and other alarms were triggered, warning people to get out of the way. If that didn't get them running, the sight of the huge bow bearing down on the place did the trick.

The collision demolished parts of a three-tiered wharf, several stores and parts of a parking structure and Hilton Hotel. Parts of wharf, buildings and a parking lot fell all over the ship's deck or into the River. The ship itself suffered a 15-foot-long gash in its bow. It stopped 70 feet short of running down the gambling steamboat *Flamingo Casino*, which was crowded with some 800 people. Incredibly — and despite early reports to the contrary — no one was killed. Although dozens of people suffered injuries from broken bones to heart attacks, none were said to be life threatening.

Cause of the accident was unclear. Early reports indicated that the ship's anchor had "spontaneously deployed," but at last report, the anchor was purposely dropped to try to stop the ship.

The bend in the River where the accident occurred is one of the busiest and most treacherous stretches of the Mighty Mississippi, according to Coast Guard officials. The River takes a 90-degree turn and currents can run 10 miles an hour. With some 6,000 large oceangoing vessels visiting New Orleans annually, wharf collisions are fairly common. But they usually occur at ship wharves away from the public eye.

JAPAN — If the rumors are true, that's where the *Queen Mary* may be headed sometime this year. That's right, the selfsame ocean liner *Queen Mary* that has rested in her 'permanent' berth in Long Beach for about the last 20 years. Seems the ship needs work and city planners want to give the touristy Shoreline village a major facelift — which would be easier if the ship weren't there for a while. If the multimillion deal with the Japanese goes through — it would cost about a million just to tow the ship over there — they would reportedly do much of the repairs while the ship was on display. But don't fret. It's only a rental agreement. The *Queen* would return to her refurbished Long Beach 'throne' in the year 2000.



KKMI

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES -

KEN & PAUL ARE 17% LESS, KKMI PROFILE AND THEY ARE MAD AS HELL!

No, they're not upset about losing weight, although Ken Keefe is not happy that Paul Kaplan has lost more than he has, but that's another story. What's got both of them so upset occurred during the Teak Deck Regatta when someone said, "I hear that KKMI is really a great yard, but also one of the most expensive." The two of them couldn't believe their ears – how in the world could someone say KKMI was expensive when in fact the yard is the lowest?

DON'T GET MAD, GET THE FACTS

After hearing this news, Ken and Paul did what any small business owner does, they called their competitors to double-check their prices. Unfortunately in the boat yard game, comparing prices is easier said than done because many yards play little pranks on their customers with the prices they quote. For example, some yards do not include the price of pressure washing in their haulout fee, charging separately for this service. Now to KKMI's way of thinking, if you are going to haul your boat, the bottom needs to be washed, period. It's sort of like brushing your teeth without using toothpaste. More importantly, not quoting a complete price is deceptive. So, when they called around they needed to be sure they got all the costs, not just part. The other thing they needed to do was base their 'study' on the same size boat. Assuming the average boat on the Bay was about 34', that's what size they would shop. They called every major yard in the Bay Area and got their prices. One yard even offered to haul any size boat for just a hundred dollars. They couldn't believe it – don't people realize that if you give something away you need to make up for this loss somewhere else? Or was it possible customers actually fell for this type of 'bait and switch' tactic? Ken and Paul decided they would not participate in this type of 'marketing' and excluded them from their survey.

KKMI IS THE LOWEST

After calling every major yard in the Bay Area and comparing apples to apples, Ken and Paul re-

ally became upset because they were right after all: KKMI truly does have the lowest prices. In fact, their prices were on the average 17% less than every major yard! Calling the other yards demonstrated that KKMI has great prices but somehow some people have gotten the wrong impression. Ken and Paul needed to get to the root of this misconception so they started asking around and found out that some people assumed that just because KKMI works on so many large and beautiful boats, then the yard must also be expensive. For some reason, there is a belief that if you own a large or nice boat, money isn't important. *Au contraire*, as Ken would point out, perhaps one reason why these owners are so successful in the first place is because they know KKMI is the place to go to save money and get first class work done.



*When they're mad
it's not a pretty picture.*

age yard in the Bay Area, with the intention of then turning around and giving each customer a discount of 17%. Certainly then customers would realize what a great deal KKMI is. Fortunately they came to their senses and realized the last thing they wanted to do was get into playing games with their customers. Clearly the only solution was also the most simple, stay on course. Have faith in the intelligence of their customers and just keep the prices down. Let their satisfied customers tell the KKMI story and in time the truth will be known. While they know some people may not get it and will go to other yards still thinking that KKMI is too expensive, the smart ones will know where to go. And then again, for those who insist on paying more, Ken or Paul can just add 17% to the bill, then turn around and give the customer a big discount in the end. After all, they don't want to stay mad forever!

Ed Note: In the marine business, it is rare for a local company to employ a Chief Financial Officer. However, in this day and age the only way a company can be sure it's operating at maximum efficiency and delivering its customers the highest value is by diligently monitoring the financial condition of the company. KKMI is not just unusual but very fortunate to have one of the best in the business manage their financial affairs. Without a doubt, a key reason why KKMI is able to do such great things for its staff and customers is due to the dedication and good spirit of their CFO, Cindy Revel.

NAME: Cynthia 'Cindy' Revel

POSITION: Chief Financial Officer

HISTORY: A Bay Area native, Cindy got her first exposure to the marine business at the age of 9 where she would help out on weekends at the fuel dock owned by her sister in San Francisco. From this early age until she went on to college, Cindy learned a great deal about boats, the marine business and serving customers. In college at UCSB Cindy majored in business administration and after college went on to become a stockholder and the CFO of ProPark Corporation, a Northern California-based parking management company. In 1995 ProPark was purchased by the world's largest parking company, which provided Cindy the opportunity to consider other new ventures. The combination of her knowledge of the marine business and her strong background in finance and administration led her to become not only KKMI's first employee but its CFO.



TELL US ABOUT YOUR JOB: "I really enjoy the challenge of finding the best way possible to accomplish my goals. Business is business, and I derive tremendous satisfaction from doing it right. I know a great many people are attracted to the marine business because they can combine their avocation with their vocation; I thrive on working with the professionals in this business and fortunately I have the pleasure of dealing with a great many at our company."

WHY DO YOU WORK AT KKMI: "I love the variety. While it is my responsibility to watch over the financial affairs of the company, I also really enjoy working with our clients and crew, helping them any way possible. Everyone at KKMI is committed to doing the very best they can, and I enjoy being part of a team that is not only goal driven but is willing to put out the extra effort to achieve those goals."

WHAT DO YOU DO FOR FUN?: "When I take time off, I enjoy golfing, skiing and hiking. I also happen to think my job is a great deal of fun too."

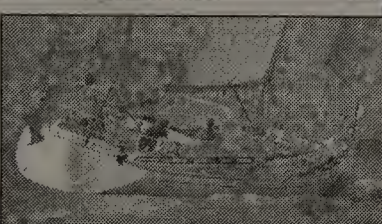
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CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM



**NAUTOR'S
SWAN**
SAN FRANCISCO



BUY A SWAN FOR A SONG

For the past 30 years the craftsmen at Nautor in Finland have been building sailboats of such quality and distinction the Swan name has become the standard by which most sailboats are judged. With such a sterling reputation it should come as no surprise that many knowledgeable sailors have made it a goal to one day own a Swan. While the desirability of Swans is well established, so too is their reputation of being prohibitively expensive, which is neither fair nor true. While there is no denying a Swan will cost more than a boat built in mass production, the primary reason why a Swan costs more is because you get more. In fact, items which are usually optional on most boats are standard on a Swan. In addition, there are major important differences between a Swan and any other boat. For example, every Swan has a mast and steering system that is specifically engineered and built for that particular boat. Without a doubt, if you compare 'apples to apples' not only will you appreciate these major differences between a Swan and any other boat, but you will find the cost of such exceptional quality is really not all that much more.

A Swan will cost you less in many other ways. For example, at KKMI rather than keeping boats in inventory, which increases overhead and therefore ultimately the cost of the boat, they allow you to buy your boat directly from the factory. By going through KKMI you will not only save money by buying directly from the builder but KKMI knows how to get you the best deal. This approach has allowed KKMI's clients the opportunity to realize their dream of owning a Swan under the most favorable financial conditions. Most interesting of all, under this program of keeping costs down and buying direct, KKMI has become Nautor's top agent on the West Coast for the past four years. So, don't let the reputation of a Swan being too expensive scare you away; if you are even thinking of buying a new sailboat you owe it to yourself to give the professionals at KKMI a call. They will show you what makes a Swan the standard by which others are judged and how little the cost difference can be. Above all, when you are ready to build the boat of your dreams, you will not only get the finest boat built but the best deal.

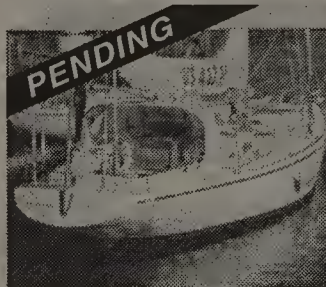
The SWAN line 36, 40, 44, 46, 48, 53, 56, 57RS, 60, 66, 77, 86, 90, 100+



SWAN 36 Sea Cat (1990)
Maintained by her meticulous owner, this fresh water boat has been kept under a full boat cover half the year. Outfitted with an incredible array of the best equipment available: radar, GPS, autopilot, diesel engine, windlass - the list is fantastic. Don't let this fabulous opportunity slip by - give us a call.



SWAN 46 Hi Ho Silver (1988)
This tri-cabin version is the second Swan 46 built for her owner. She's been lightly used and professionally maintained. Lying in Mallorca, she is just waiting for a new owner to take a downwind slide to the Caribbean for the winter, before bringing her home.



SWAN 55 Swan Fun (1972)
A beautifully restored early vintage Swan. From her new diesel engine to the 'state of the art' electronics, this is absolutely the largest high quality yacht you can buy for the money. Priced at a fraction of her replacement cost, at \$295,000, she's a steal.

HERB CRANE



Wednesday Wetsanding

'ROUND DA BUOYS: While some people in other parts of the world must focus their attention away from sailing this time of year, one of the blessings of living in the Bay Area is the ability to sail year round. In November KKMI served as one of the title sponsors in the Teak Deck Regatta. This year's event was won by Tom Mitchell and his Swan 53 Mistress. Congratulations to Tom and his crew... For those who must seek the comfort of warmer winds, the annual Baja Ha-Ha serves as an excellent solution. This year Division J was won by Roger and Sarah Chrisman's Swan 46 *Obsession*. Not everyone buys a Swan with the goal of winning races, but it's nice to know there is still such a thing as a dual purpose boat.

★ ★ ★

CHAMPAGNE CHARLIE: The bubbly started flowing well before New Year's at KKMI with the christening of numerous new boats last month. John and Judy Webb celebrated the Saturday launching of *Judita* at the yard... Ian and Carolyn Zwicker just took delivery of their new Viking 45 Sport Cruiser, purchased through Paul Kaplan... Fred and Joan Falender's brand new Sabreline 36 *Abandon* arrived on Santa's Sleigh and was launched just in time for a New Year's cruise... Bill and Mari Kay Wisely recently purchased a 44' sloop from Nicholas Stephan at City Yachts and has been christened *Wisely Done*. Al Howe's lobster boat, *Bora III* received a complete check out after being trucked from New England to KKMI before its launching... Dick and Patti Craner's Santa Cruz 50 is back among the alive and sailing after their dismasting, and to celebrate *Oaxaca* was rechristened at KKMI just before Christmas... And last but not least was the christening of *Barb*; after 26 years in the building process Bill and Barb Abbott launched their new boat. Mr. Abbott's boat has been a resident at KKMI since its inception. He expressed his appreciation at the launching by saying, "At KKMI the only word they know is 'yes'. While it is nice to finally get the boat in the water, I'll miss these folks."

★ ★ ★

ONE BIG FAMILY: It has been said we spend the most passionate hours of our life at work. Certainly one of the blessings of the marine industry is the ability to make a living doing something you enjoy as well. Marriages, births and new additions are not just part of KKMI's growth but constitute a reason for celebration. One such celebration is the marriage of KKMI's Oscar Montes. Everyone wishes Mr. & Mrs. Montes great happiness... and there have been two new arrivals in the 'family' as well. Stuart Fox has joined the sales staff at City Yachts. He brings with him not just great enthusiasm but a wealth of knowledge and experience. KKMI is most fortunate to have Angie Deglandon join the team as their new office manager. Beyond being exceptionally multi-talented and able keep 27 balls up in the air at one time, she also bakes a mean pumpkin nut bread.

SAILING THE PAINTED DESERT

While friends back home in Seattle, San Francisco and LA were shivering from the damp cold of winter storms last month, participants in the first annual Cortez Cup regatta were slathering on sunscreen.

Unlike other Mexican regattas, this fledgling contest, held December 7 - 13, was raced entirely on bareboats from The Moorings base at La Paz — the only sailboat rental firm servicing the 600-mile long Sea of Cortez. Conceived as a 'fun regatta' between

fewer towns, coastal residents are a rarity, and by law no one is allowed to inhabit the offshore islands, except long-established families who have been grandfathered in. Craggy peaks of pink lava rock, sandy slopes peppered with scrub bushes, and forests of ancient cacti create landscapes not unlike those found in the Painted Deserts of Arizona and New Mexico. Factor in 75 - 85° water that teems with sealife, and you have a dreamlike scene comparable to sailing through the Grand Canyon after a massive flood.

As with 'fun' regattas everywhere, the notion that "if we ain't winning, we ain't really trying" seemed to be the operative philosophy. Nevertheless, teams from six West Coast clubs gave their all, within the anticipated limitations of a bareboat fleet which — although very well maintained — could not be expected to carry either whisker poles or racing sails. Four-to-six-person crews competed from: Windworks Sailing of Seattle, Club Nautique of Alameda, Marina Sailing of Long Beach, Pacific Sailing of Long Beach, the California Yacht Club of Marina del Rey, and Harbor Sailing of San Diego.

From the moment the fleet arrived at the La Paz airport, it was obvious The Moorings staff was intent on insuring that every regatta participant was well cared for. "¡Hola! Welcome to Mexico. Would you like a cold beer?" queried the taxi driver, pointing to the ice chest at his feet.

"Er. . . gosh, it's only 10:30 a.m.," said a drowsy traveler. "But what the heck. Sure!"

En route to town this cheerful cabby offered the further assurance that there was more beer in an ice chest up on the roof rack, should anyone feel parched. Assuming by this comment that it would be a long drive, one rider asked, "Just how far is it to the marina?"

"Eight miles," said the driver flatly.

"Hmmm. . ."

Upon arrival at Marina Palmira, where The Moorings base is located, a Mariachi band enhanced the feel-good mood with spirited ballads and love songs. Base manager Claudette Terrazas, a veteran of the company's Tortola operation, greeted the arriving racers with a smile and a handshake, while her staff doled out frozen margaritas to those who were feeling festive. "You gotta like it," winked one competitor. It wasn't that the staff was trying to get their customers drunk, just help them relax with a hospitable, Mexican-style welcome.

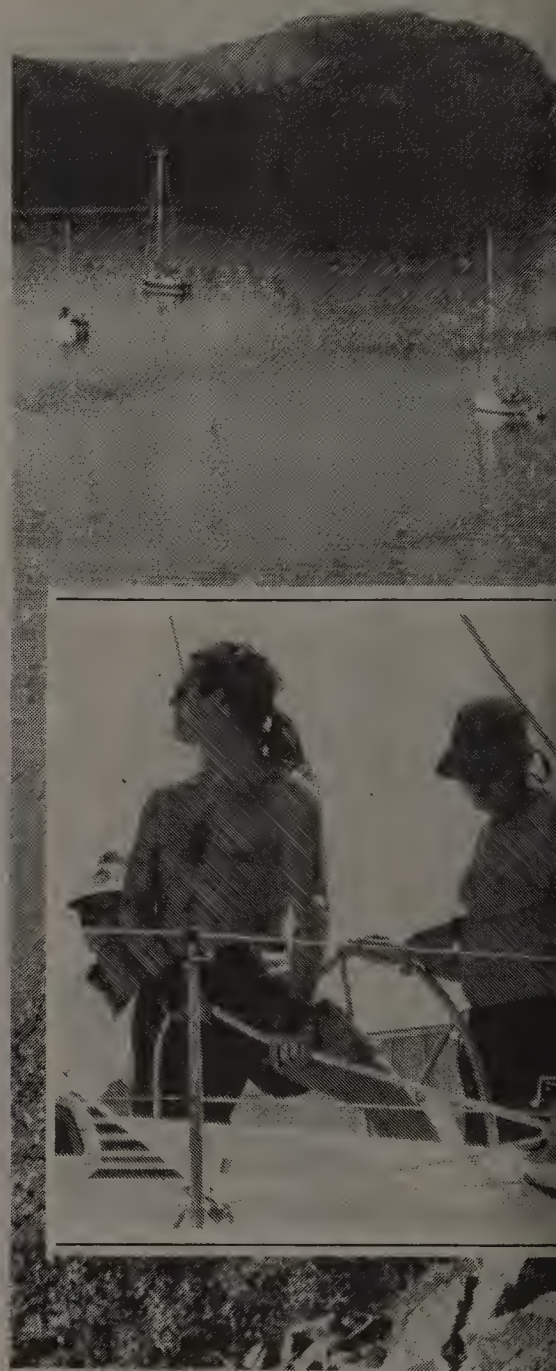
In five days of racing, the fleet saw everything from five knots to 30. Not a drop of rain fell, skies were sunny and the water was divine.

teams from various West Coast sailing clubs, the route of the Cup's five point-to-point races allowed participants to enjoy summer-like sailing conditions in mid-December, while introducing them to the stark beauty of this sparsely-populated region.

Geologically speaking, the Sea of Cortez is the 'youngest sea' on the planet. Lying between the arid Mexican mainland and the chiseled spine of the Baja Peninsula, the Sea is as unique a cruising destination as you will find on any continent. With few roads and

With a 25 knot norther blowing during Race Three, the boys from Club Nautique felt right at home.

ALL PHOTOS LATITUDE/ANDY



A buffet lunch and chart briefing followed, and within about an hour of arrival docklines were thrown and the fleet set sail for the two-mile hop to Caleta Lobos, accompanied by two support/committee boats.

No sooner had the fleet gotten anchored than it was announced that a chase boat would soon bring any supplies that were needed as well as carry away any trash. Ice and beer were typical requests radioed back to La Paz. But when one lady developed a taste for Bloody Marys the system was sorely tested:

"Tomato juice."

"Si, jugo de tomate."

"Tabasco sauce."

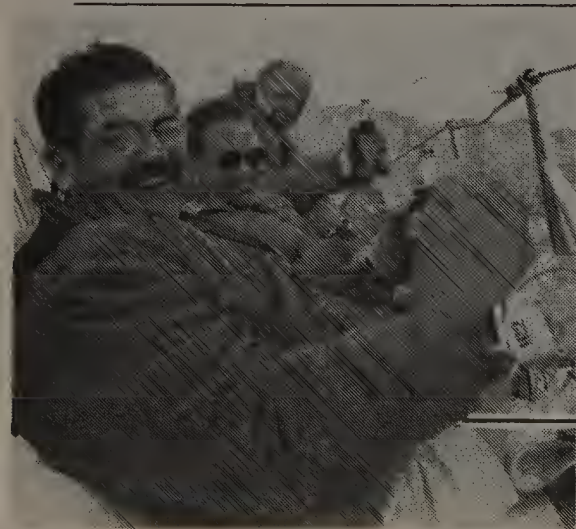
"Si, salsa Tabasco."

"Worcestershire."

"Que? Can you spell it please?"

"U-m-m-m. . ."

Despite such daunting demands, this unusual assistance continued throughout the week — and came to be referred to as 'room service'.



— CORTEZ CUP

Was it a mirage? When the fleet arrived, though, the mystery was solved. While the beach barbecue got underway, a rousing game of volleyball — 'jungle ball', that is — got underway with several local fishermen joining in.

Fleet members proceeded to sample the beer vendor's wares until long beyond sunset. Two racers from the Windworks team, in fact, broke their rigid training regimen in order to fully avail themselves of the local culture. They 'closed the bar', then napped on the beach until dawn.

Although daily racing was on the menu during the Cup, one should not come all the way to Mexico simply to race. So the next morning the fleet took a side trip to Los Islotes, a craggy outcropping of volcanic rock that's home to a feisty colony of sea lions. A natural archway spans a narrow tunnel, which divides this stony islet, and running the gap by dinghy is an absolute must. Resembling a setting that Walt Disney himself might have dreamed up, a stop here is what the thirtysomething-and-older set might call an 'E' ticket!

With a shortened course for Race Two due to light winds (9.5 miles), the fleet worked its way up to Isla San Francisco in time for an obligatory round of blindfolded dinghy racing. Since the fiberglass charter dinks all came with outboard engines, the idea sounded a bit dangerous until it was explained that this was to be a rowing contest. One blindfolded oarsman and one unblindfolded 'navigator' from each yacht were supposed to compete. With the two team members facing each other, the hilarity began when six navigators all began screaming frenetically: "Right arm. Left arm. No, your left. Lookout!"

Resembling a bevy of lab rats high on Muscatel, the contest might have been more accurately called 'bumper boats' than racing. Eventually the Windworks team — three of whom had been close buds since kindergarten — prevailed, garnering a bottle of local firewater. The flat waters of this semi-

Heating up their Beneteau 445 to her full potential, the wildmen of Windworks Sailing make the most of a 20-knot blow.

Lying within an ancient volcanic crater, the peaceful anchorage at Caleta Partida is a favorite with cruisers. Inset: Joe and Tom time the start.

Late November and December bring changeable weather conditions to the Sea of Cortez — a fact that actually enhanced the challenge of racing during the Cup. Before the prevailing SW winds of summer give way to the N or NW winds of winter, there are normally several weeks when the wind's direction and velocity changes from day to day. As Captain Steve Marks quipped during the skippers' briefing, "Wind speeds here average 15 knots. It either blows 30 or zero!"

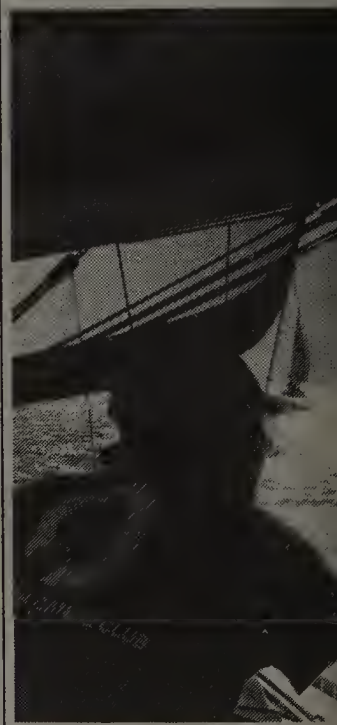
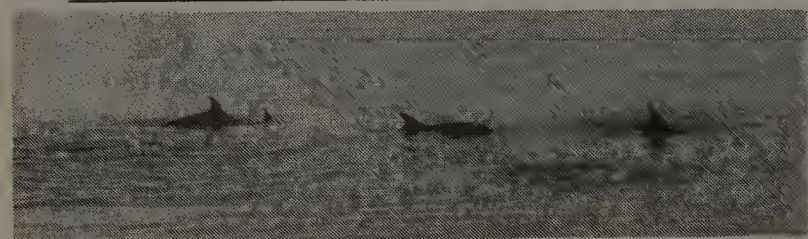
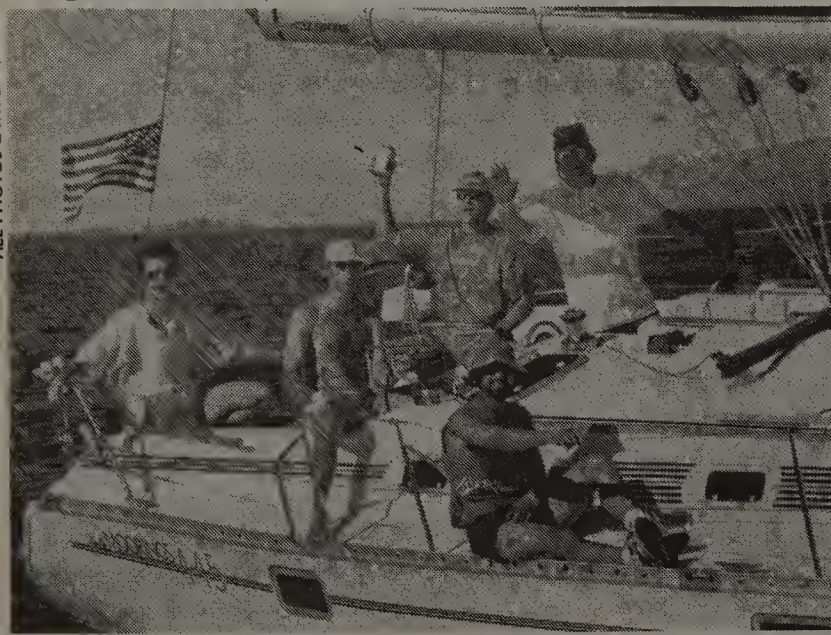
Race One, a 17-mile beat from Roca Lobos to Isla Partida saw winds on the lower end of the scale. So it was no great surprise that the boys from San Diego — Tom Hirsh and company — were the first to glide across the finish line. The night's anchorage, Caleta Partida, is a favorite with cruisers because of its all-weather protection. Actually the crater

of an ancient volcano, this broad anchorage is skirted on three sides by steep, rocky slopes. At the end of the entrance channel lies a low isthmus which allows cooling breezes to enter.

The long sandy beach along the isthmus is normally barren except for a simple fisherman's hut, so naturally, several resident cruisers were a bit shocked to notice that a Corona Beer tent had suddenly appeared.



SAILING THE PAINTED DESERT



circular bay are ideal for peaceful sleeping as well as dinghy racing.

Prior to the afternoon start of Race Three, the fleet was encouraged to check out the massive mangrove lagoon on San Jose Island which is bordered by a thick forest of mature cactus. At midday few birds perched in the mangroves, but hundreds of pelicans worked the shallows for their lunch. Their presence is a barometer of the abundance of the local fisheries. Nearby, a school of porpoises danced on the bow waves of several boats, but shied away when snorkelers tried to join them.

Much to the delight of the San Francisco Bay contingent from Club

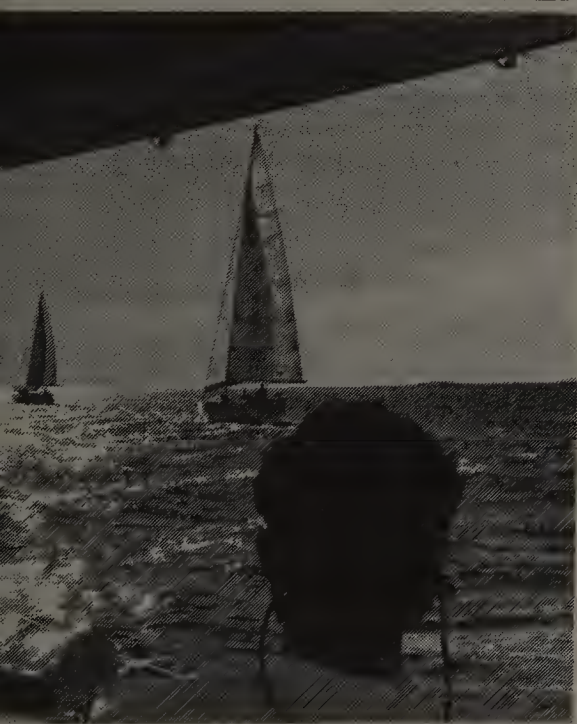
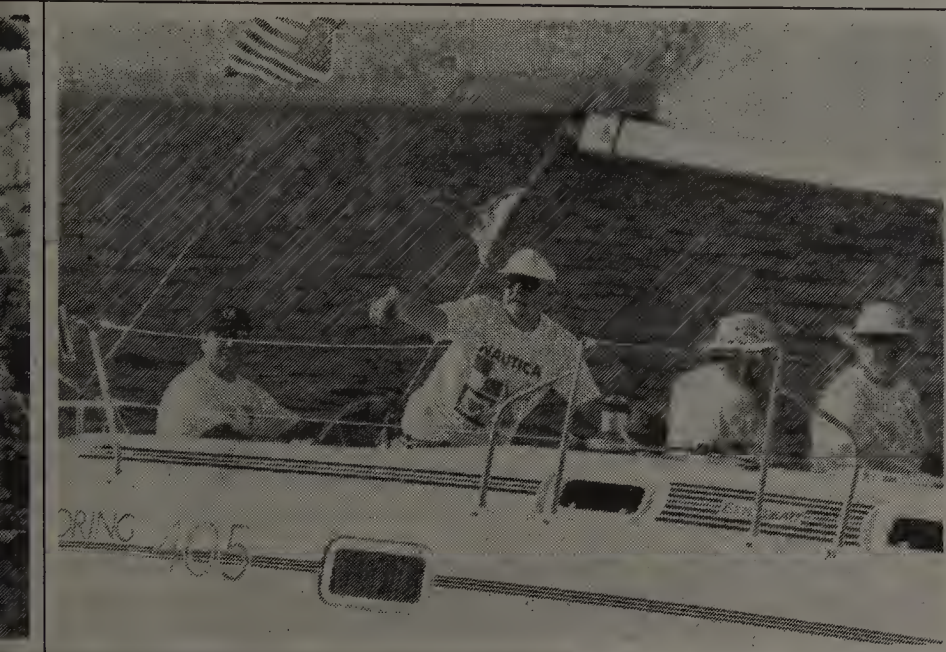
Nautique, the wind piped up to nearly 25 knots shortly before the start of Race Three. With spray flying, mainsails reefed and leeward rails kissing the wavetops, the fleet blasted across the channel to the bay of San Evaristo on the Baja Peninsula.

Since it was too late in the day to stage the chili cookoff that had been planned, some crews ad libbed in their galleys while others apparently opted for a liquid dinner. During the evening roughly half the fleet paid visits to the committee boat, a Beneteau 50 (Moorings 510), where two female committee members were introduced to the fine art of tequila shooting, and some of its social ramifications. An unofficial and unsanctioned barrage of politically incorrect joke-telling followed.

With steady winds of 15 to 20 knots, Race Four was a 29-mile downwind romp back to Isla Partida. Swells weren't quite big enough to surf on efficiently, but several boats managed to slingshot off the crests at speeds over nine knots. In the 'not too serious' flavor of the event, improvised whisker poles were allowed. Boat hooks, oars lashed together and even a tree branch were among the innovations observed. Despite the downwind rhumbline, two boats — California Yacht Club's *Conductor Pato* and Club Nautique's *Panacea* — couldn't resist luffing each other up to windward until they both found themselves on a northeast heading, aimed directly at the Mexican mainland!

In the anchorage that afternoon, the Corona tent again became the main focal

— CORTEZ CUP



Clockwise from upper left: Think these guys miss Seattle weather?; Los Islotes, a 'E' ticket; the Marina Sailing boys, ready to rumble; a bird-lover's paradise; perfecting 'jungle ball' techniques; it takes two; the 30-mile run; Chris and Gary, cigars and cerveza; ghosting along in light air; where porpoise and dolphin abound.

point of the beach party, while the waterside volleyball court provided recreation.

Much to the amazement of many racers, the support staff had stowed enough folding chairs and tables aboard their boats to accommodate every member of the fleet. Each time there was a beach party, they transported this 'furniture' ashore by dinghy or schlepped it on their shoulders when the tide was low — truly heroic.

The final race was begun within the

anchorage, where winds were light and fluke. While looking for lifts and trying not to get covered by their competition, the entire fleet bunched up in the exit channel. It was only then that many noticed the Beneteau 433 *Anne Marie* — who'd won every race thus far — had a mast substantially higher than any other boat. Since Tom Hirsh and most of his crew were accomplished sailors, they may well have achieved the same results with a smaller rig. But in the spirit of friendly taunting, Tom was thereafter dubbed 'Big Stick Hirsh'. Indicative of a closely-matched field of competitors, four of the remaining boats were within two points of each other and any one of them could have captured second place. The sixth team, from Pacific Sailing, wasn't too serious about

racing, but they took all honors in fishing — they caught over 20 fish in a single day!

In the final 11.5 mile run to the finish line, the Beneteau 405 *Panacea*, with the Club Nautique crew on board, took line honors. Along the way a cluster of manta rays put on a spectacular acrobatic show. Back at the docks, the spirit of camaraderie was exuberant, as many friendships had been forged between competing crews.

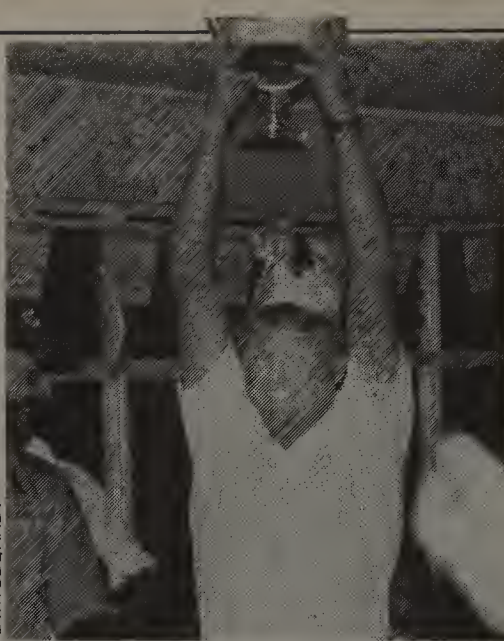
Toe-tapping Mexican salsa blasted from a dockside sound system, while two gorgeous Modelo Beer hostesses in skin-tight T-shirt dresses invited bashful sailors to get up and dance. Later, a grand awards dinner with trophies, prizes and more dancing capped off the event. The winning team from Harbor Sailing will be given a free boat next year

CORTEZ CUP

with which to defend their title! A three-way tie (in total points) for second was broken after adjusting for the best performances in individual races. Windworks was declared second place, while Club Nautique took third and Marina Sailing finished forth.

The Moorings is determined to make this an ongoing annual event — preferably with competitors from the West Coast only. With most of this year's teams already vowing to return, it should be no problem to fill the dozen — mostly new — boats that will comprise next year's fleet. In the interest of fairness, the race committee will endeavor to

LATITUDE/ANDY



San Diego's Tom 'Big Stick' Hirsh of Harbor Sailing gets his winning club's name engraved on the perpetual trophy, plus a free boat next year.

measure individual sails next year rather than using published PHRF hull handicapping for ratings (and assuming that all rigs are standard). Next year's event will be held earlier — the third or forth week in October — and a full lay day will probably be added to give time for watersports such as windsurfing and kayaking.

Many men within this year's four all-guy teams plan to bring wives or lovers next year to balance the mix. Kids or significant others who do not choose to race will be welcome to motorsail from point to point on the committee boats. The idea of providing a cook for each boat has also been kicked around.

The Cortez Cup will probably never grow into a massive event like the Ensenada Race. But the event's unique concept is a solid one which virtually ensures sunny winter sailing and genuine camaraderie, so it will undoubtedly continue to succeed and grow in the years to come. Even ol' Hermando Cortez, the regatta's adventurous namesake, could have a good time at this shindig.

— latitude/aet

1996 Cortez Cup Results

Name, Type, Team	Race Number					Pts/Stg
	1	2	3	4	5	
Anne Marie, Hunter 433, Harbor Sailing of S.D.	1	1	1	1	6	10 1
Suenos, Beneteau 445, Windworks of Seattle	6	4	2	2	3	17 2
Panacea, Beneteau 405, Club Nautique of Alameda	4	5	3	4	1	17 3
Little Miss, Beneteau 405, Marina Sailing of Long Bch	2	6	4	3	2	17 4
Conductor Pato, Beneteau 38, California Yacht Club	3	2	5	5	5	20 5
Artemis, Beneteau 405, Pacific Sailing of Long Bch	5	3	6	6	4	24 6

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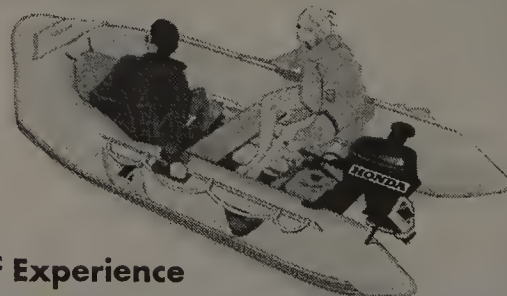
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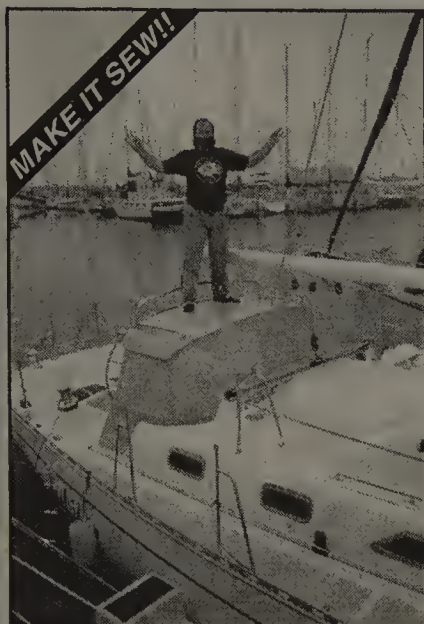
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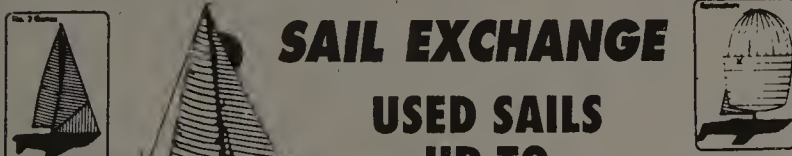
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THE FOXXFYRE

In a perfect world, readers of sailing magazines would feel like they were part of any race or event covered. They'd share the triumphs, heartbreaks, *esprit de corps*, terror — everything but the banged shins and water down the neck — as if they were in the cockpit themselves.

Alas, the world is far from perfect and the best we sailing scribes can usually hope for is to capture the essence of the event in the few pages and pictures allotted.

Fortunately, things are changing for the better for armchair sailors. Many races, including the TransPac, Pacific Cup and Whitbread, have for the last few years featured internet sites that allow anyone interested to follow the goings-on in real time, computerspeak for "as it's happening." One of the latest to jump on the bandwagon is the Singlehanded Sailing Society, which ran last summer's Singlehanded TransPac race from San Francisco to Kauai. Fifteen men and one woman began that 2,120-mile marathon on June 29 off Corinthian YC.

Several things made this coverage special. First, it appeared not only on the SSS's internet site (<http://www.sfbaysss.org>), but on the Amateur Radio Bulletin Board and Automated Position Reporting System. The latter are both Ham radio sites similar to the internet. As such, the daily updates were literally accessible to millions of people around the world.

Secondly, the twice-daily dispatches were written by a participant in the race. As such, they offer a fascinating glimpse into the psyche of the singlehanded sailor, both as an autonomous entity and a fellow warrior in the battle of mind and body that is singlehanded sailing. Third, the updates were so well done they should serve as the benchmark for this developing genre. Mike Jefferson, sailing the Yamaha 33 *Foxxfyre*, served as both competitor and communications/check-in vessel for the '96 solo TransPac. From the beginning of the race, his communications went beyond the usual dry fare of wind and sea conditions, position reports and so on. They also included insights, details, opinions and a wry humor that put the reader in the driver's seat more than anything we've read since Hiscock or Jones. And it remains fresh six months after the fact. So rig the armchair for some lively going and 'return with us now to those thrilling days of yesteryear'...

Saturday, June 29

Sixteen yachts departed the Corinthian YC at noon in beautiful, warm, light-air conditions. Wind was barely 5 knots at the start, building to 15 under the Golden Gate Bridge by 2 p.m. Outside the Gate, fog awaited the racers and wind was from the



With five Singlehanded TransPacs under his belt, Ken 'The General' Roper knows all the tricks.

northwest at 9 knots with waves at 5+ feet. Weather reports for the Eastern Pacific indicate stronger breeze in the evening hours and 8-foot seas farther offshore. Keep your eye on the Pacific Surface Analysis for a good overview of the race course to Hawaii. The two multihulls, *Nai'a* and *Bad Boy*, flew across the Bay and were the first out the Gate (of course!). Monohulls out in front early and looking good included the 54-ft *Joe*, *Rumbleseat* and *Tiger Beetle*. It appears the fleet will spread out quickly over a large area of ocean. No positions reported yet early Sunday morning. . . .

1830 PDT — Seas lumpy, 10 feet, wind 20 to 28 knots. Boats close reaching. *Malde-mer* reported throughout the fleet. A bit of a rough ride, but at least we are getting away clean and fast. Lots of water on deck, everyone seems pretty cheerful. We all send our love and gratitude to those who made this hare-brained enterprise possible.

Sunday, June 30, 1900 PDT

Conditions are very unpleasant, with large lumpy seas and 25-30 knots of wind. Most boats are beam reaching and taking a lot of water aboard. Not life-threatening, but rather miserable. Ed on *Orange Blossom* reports a ripped 110% jib, and a tear high in the leech of the mainsail. Ed also fixed a forward bulkhead that was splintering. *Bravo* has junk in the fuel system and Fred is still fighting seasickness. Mike on *Foxxfyre* was

thrown across the cabin and hit his head pretty hard. He got a deep cut about 1½ inches long above the right eye. He has closed the cut with butterfly bandages. We are all looking forward to the famous 'windy reach! Several boats have encountered shipping, but no close calls.

Monday, July 1, 0630 PDT

Joe reports problems with SSB receive mode. *Berserker* has schmutz in diesel, no engine charging possible at present. *Rumbleseat* doing okay, a bit wet and still some *malde-mer*, but going fast! *Tiger Beetle* reports a good night's sleep and a great attitude. Seas are better, everyone still beam reaching in 20-30 knots. Weather charts look strange. *Foxxfyre* is doing okay, but radio gear acting weird due to water aboard. Head seems okay. Regards from the sea.

1900 PDT — *Berserker* reports hitting a whale today. It was a full on collision which lifted the boat 3 feet and scared the daylights out of Mark. He reports no apparent damage and is continuing on. His fuel problems continue but appear manageable. *Bravo* reports a better day. Fred says that the seasickness he has had is getting much better. He ripped a jib, but is setting a shy kite tonight. *Orange Blossom* reports a fine day. After hacking his 110% off the furler with a machete, Ed took a hot shower and will dine on pork chops tonight. *Tiger Beetle* is passing close to a container ship which reported picking him on radar — 10 miles away! Seas still lumpy, beam reaching in 20-25 knots, overcast to misty conditions. Bruce on *Rumbleseat* has the asymmetrical chute up and is going very fast. He requests that Jeanne bring the classical guitar to Kauai. Ray on *Wild Thing* had his asymmetrical chute in the water twice today. He is flying about 4,000 square feet of sail. It boggles the mind!

Tuesday, July 2, 0700 PDT

Sensei and *Bravo* have tamed their SSBs and rejoined the check-in. *Sensei* reports a ripped mainsail along the luff. Terry will attempt a fix today. Fred on *Bravo* has ripped both 120% jibs. Joe is making progress on fixing his SSB receiver. The weather remains misty and overcast. Most boats still beam reaching in 20-25 knots true.

My eye was apparently a nasty business. In the shoreside world it would have taken maybe 15 stitches. I am holding it closed with butterfly bandages, but will hate to see what it will look like when healed! Oh well, life is full of lumps. A cold beer sounds good right now. Also, give my regards to all. We seem to have reached the pressure ridge,

such as it is right now. The wind has eased and the seas are flatter. Not horrible at all.

1900 PDT — About half the boats are flying chutes today. Winds are generally lighter, 12-20 knots true. Seas are flattening, wind approximately on the beam. A number of interesting signs and portents have been observed, including flying fish, tennis shoes, Clorox bottle (reported by *Tiger Beetle*, squid (*Sensei*) and 55-gallon drums (*Orange Blossom*). *Nai'a* has completed repairs in San Francisco and has returned to the race!

Wild Thing has had a rather intense last 24 hours. Several spreaders are loosening, and Ray has had to go aloft several times to attempt repairs. Bruce Schwab on *Rumbleseat*, a professional rigger, has transmitted ideas about a good fix. A downhaul block on *Wild Thing* also blew up, releasing the chute, which has wrapped around the #1 and #3 jibs. Presently, Ray has only the #2 jib left, and his downwind chutes. He remains optimistic about a fix. The weather is kind of misty, with sunshine and light squalls. A pleasant intermission before the serious spinnaker work to come.

Wednesday, July 3, 0700 PDT

Last night was characterized by calmer seas and fading wind. The boats to the south seem to have more wind. We are definitely no longer in Kansas! The sky is filling with odd clouds, and tiny, squall-like formations. The wind seems to fluctuate and appears to be backing further north. This will be a day for ½-oz. kites and lots of patience. Wiley veterans like Ken Roper on *Harrier* are starting to stick it to the whippersnappers. *Big Dot* continues to amaze with his steady progress. *Nai'a* is tearing off the miles as it flew back down the course after a day on the beach in Sausalito, undergoing repairs to its daggerboard trunk. Michael should beat most of the boats on the course, even after sporting them a three-day 'head start'! This is a great day to play music loud, clean up, eat normally and start grooving with the ocean!

1900 PDT — *Bravo* and *Foxxfyre* have crossed paths, coming within about a quarter mile this evening. It's a unique event to see a competitor at sea! We were both cheered by the sight. Today stayed fairly light for many of the more northerly boats, but a chain of squalls, or possibly a weather front, has been moving southwest and providing a fine wild ride for those with spinnakers up. *Tiger Beetle* rode a squall line for hours with the full-size 1.5-oz. chute up until a nasty wave coincided with a big puff and he did a screaming power broach to windward and put the port spreader in the water.



Bruce Schwab in nightfighter mode. He talked several competitors through rigging problems.

Mike on *Foxxfyre* has been running with the 1.5-oz. shy kite all afternoon and surfing along at 8 knots with 20 knots true wind waiting for his turn at the shrimp market. Many racers have reported trash, including a 100-yard-long piece of very heavy netting, glass balls, bottles, packing crates, space cases and so on. It would appear that recent efforts to prevent such garbage from being dumped at sea are not adequate. It is really sad to see.

On a happier note, many beautiful pelagic birds have been spotted, including several Herman's gulls (similar to an albatross — very beautiful), tropic or 'bosun's' birds and stormy petrels. Rob Macfarlane even spotted a pelagic crab who'd set up housekeeping in a floating bottle! On the busted gear circuit, *Sensei* has completed mainsail repairs, and *Harrier* has had to start patching holes in his mainsail. *Berserker* ran a full charge cycle on his engine without problems, so maybe his dirty fuel situation is cleared up. *Foxxfyre's* engine has been making strange burps, so a similar fuel system bleed may be on the horizon.

Bruce on *Rumbleseat* reported hitting 17 knots with the jib up. Ray on *Wild Thing* reports that his various repairs seem successful, although the spinnaker is still wrapped on the #1 and #3 jibs. The fleet has had two encounters with Matson Line ships, the *Moku Pahu* and *Manu Kai*. We would like to compliment Matson Lines for the outstand-

ing watchkeeping that these ships have, and for the very professional and pleasant officers aboard. These ships have spotted various racers up to 12 nautical miles away (in calm seas), and are very careful to discuss their intentions, course and speed so as to avoid conflicts. In addition, they have passed positions from boats without SSBs to *Foxxfyre* for inclusion in the position reports.

Well, we are on the edge of the Trades, and the real spinnaker work is about to begin. A later note will describe some of the things that go on when singlehandlers fly kites. Stay tuned!

Thursday, July 4, 0700 PDT

Rob Macfarlane of *Tiger Beetle* narrowly escaped being run over and sunk by the planet Venus as it appeared in the morning sky. He was on the VHF trying to make contact, as he was sure that it was either a fellow competitor or a ship.

There are some moments in offshore sailing of almost transcendental beauty. This morning with a few squalls on the horizon is surely one of those. A razor-cut horizon with cobalt blue sea and an albatross soaring over the swells. The wake of the boat glowing a phosphorescent green with bright sparkles as the boat powers down a tradewind swell at night with the spinnaker up. Perhaps this is why we do this. Nah! It's the delights of a Pop Tart at 2 in the morning after dragging the spinnaker out of the water. Or maybe it's the thrill of being down in the engine compartment while the boat rolls 25 degrees to each side, trying to bleed the fuel system so you can charge your batteries. . . .

Ed English left the 1.5-oz. chute up too long last night and found himself survival sailing by hand for hours as squall after squall rolled through and he was unable to take it down. He reports that the boat has never sailed so fast before. Heroic deeds are often the response to limited options. Single-handed sailing certainly provides one with ample opportunities to find out! The fleet seems pretty happy now. The race is very tight on a boat-for-boat basis, with many competitors only a few miles apart in distance to the finish. The southern boats seem to be in a low-wind situation at the moment, while the northern boats are running before 20 knots true and a possible cold front. But it's only 1/3 over. Stay tuned.

1900 PDT — Today the fleet was running downwind in big, lumpy seas and 15-20 knots true wind speed. Most boats were poling out jibs to windward. Many also wung out additional jibs to leeward, some poled, some free. It is an uncomfortable ride, with rolls of 25 degrees on each side common. The only boats reporting flying chutes were *Wild Thing*, *Rumbleseat* and *Nai'a*. Bruce

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had his small asymmetrical up and Ray was using his 4,400-square foot runner. *Nai'a* got a bad spinnaker wrap that took four hours to undo, but he's still screaming down the course after the fleet. Ray on *Wild Thing* has now covered half the course distance.

Carnage was fairly minor, with *Big Dot* blowing up the tack cringle of his jib, which he fixed easily. *Tiger Beetle's* broken link between the two cars on the spinnaker track wasn't quite so easy. It's amazing how long it takes to fix things, even simple things, at sea. Nothing ever seems to fit, or the correct tool is in another toolbox, or you have to find a new solution because the simple one is not possible. In addition, the repairs always seem to entail uncomfortable or awkward positions, large doses of high-pressure salt water, and the inevitable banged knuckle or cut finger. Commensurately, though, the feeling of satisfaction a singlehander feels after pulling off some amazing feat of fixit is hard to describe, but it combines exhilaration, pride and a renewal of self-confidence. If the job was sufficiently challenging, you remember it for years.

Several boats have been attacked by killer squid. The pesky little 6-inch buggers come aboard at night and are more slippery than the proverbial banana peel if stepped on. Both Ken Roper on *Harrier* and Mike Jefferson on *Foxxfyre* offered longwinded stories of how bad they smell if they end up in some unseen crevice (like a Dorade vent) and rot. You can't begin to imagine. . . .

If you have been reading these notes, by now you may be wondering what sort of fruitcakes are these people anyhow? Are they super macho sailing stars, or simply lunatics? The answer is that, by and large, they are regular people with the courage and dedication to follow their dreams. Offshore sailing by oneself is a strenuous test of a person's inner character. Technical skill and experience are, of course, very useful. Most of the sailors in this year's Singlehanded TransPac are pretty experienced. But no one of us would be described as a rock star with the possible exception of Bruce Schwab — but he is too nice to categorize and has only a moderate amount of offshore sailing experience.

The key to success in any great adventure is tenacity, and the sidekick to tenacity is preparation. It has been said that the hardest thing about doing the Singlehanded TransPac is getting to the starting line. In my own case, this is certainly true, and I know many others would feel the same. So what you have here is a bunch of intelligent, reasonably competent people who have decided that it is important to them to test themselves in a quest in which success or failure can be solely — in so far as any human activity can be — their own responsibility. They have



Ray Thayer with a mangled shackle. His BOC 60 *'Wild Thing'* devours a lot of gear this way.

made the commitment of years of training, the anxiety of preparing themselves and their boats, the seemingly endless costs, jobs and Visa bills and, in some cases, the ridicule of people too small to understand.

The boats range from very modest (although quite adequate) to frighteningly big and expensive. It doesn't matter. At sea we are comrades. Rivals also, since this is a race, but it is much more than a struggle for a prize. The real trophy is the permanent joy of accomplishment. It is a reward that can never be taken away or cheapened. In the final analysis, most veterans of the Singlehanded TransPac will tell you that it is the only prize that matters. The memory and the friendships last a lifetime. This is one of the last great Corinthian ocean races, free of massive sponsorship and the attendant pressure for victory at the cost of the joy of the experience. It is an experience available to anyone with the will to do it.

The literature of singlehanded sailing is vast, and wonderful insights into the finest qualities of the human race may be found there. For a lovely introduction to the world of offshore singlehanded sailboat racing, *The Moonshine Logs* by Francis Stokes is hard to beat and captures much of the spirit of this race. Regards from *Foxxfyre*, rolling its guts out in the Trades.

"Any man who would go to sea for pleasure would go to hell for vacation."

— Samuel Johnson

Friday, July 5, 0700 PDT

The fleet had a routine night. No horrible broaches, no sea monsters or aliens from outer space reported. *Berserker* tore a fitting off the boom that held the vang, and Mark is a bit worried about the resulting hole in the bottom of the boom. Presently there is no danger of it breaking, but Mark was concerned about the long-term strength. Ed on *Orange Blossom* was speaking with Dr. Schwabie, consulting rigologist on *Rumbleseat*, about the possibilities of tightening the rod rigging on *Orange Blossom*. A trip up the mast was ruled out, but no final decision was made by check-in time.

This brings up a point that is often not appreciated by sailors who do not make long ocean passages: the ocean is a *very rough place!* Even relatively benign conditions such as the fleet has had (after the very difficult first three days) place severe strains and wear and tear on a boat. A single three-week passage may put more hard sailing miles on a boat, rig and sails than many sailors will experience in an entire season. It is more than just the hours; it's also the repeated hammering of the sea on various parts of the boat that are fixed for days at a time in the same orientation. Sails are often not trimmed much for extended periods, and even a tiny bit of chafe will eat right through them. Lines aloft rub on the rig and each other. It is common for a halyard to chafe almost through in several days if a poor sheave arrangement does not allow for articulation as the head of the sail — especially spinnakers — moves around.

Mechanical things such as autopilots and self-steering devices are absolutely critical for the safe operation of the boat on a passage, and they live a short and brutal existence. Ken Roper on *Harrier* has a golf bag full of tiller pilots (7, I believe), and is constantly fixing and replacing them. Listening to the autopilot grinding away with the large peak loads to which it is subjected to unceasingly at sea really gives one pause for thought. Having an autopilot or windvane fail at sea is a catastrophe, both mentally and in a practical sense. Without a way to get off the helm and go below to rest, navigate, eat and recuperate, the stress and effort expended will rapidly tire a fit crew to dangerous levels. I have had autopilots and windvanes both fail at sea in gales, and it was a devastating thought that suddenly I was without a method of relieving myself from the exhausting task of steering indefinitely. Fixing things under these conditions is enormously hard, both because the conditions are frequently miserable to work in, and because you can-

not leave the helm to do it. In these types of situations, learning to heave to in any conditions could save your butt!

The subject of boat reliability and fixability is a bit of a hot button for me, so before I start ranting and raving about it, let me conclude by saying that most people and many boats are capable of making extended passages in the ocean safely. It is dangerous to extrapolate your experiences in coastal, short-term sailing to blue water sailing. The requirements and demands are somewhat different. Even though your skill level may be entirely adequate for dealing with any five-minute part of the passage, the wear and tear on both the boat and crew accumulates. This is obviously something that can be dealt with, but one needs to be hard-eyed and practical. There is nothing romantic about cold seawater whizzing down your neck as you hang over the transom fixing something in bad weather. The Singlehanded Sailing Society offers a year-long seminar series before the biennial solo TransPac. This is a highly useful practical exposition of the issues and known and tried solutions for offshore sailing and passagemaking. Cruisers are welcome, there is no charge, and I highly recommend it. I have learned a great deal there. Happy sailing — and carry plenty of spare parts and tools . . .

1900 PDT — Bad day at Black rock for the fleet. *Harrier* and *Joe* both broke the goosenecks on their booms, although they expect jury rigs to work well enough to finish okay. *Big Dot* blew up his 3/4-oz. spinnaker, got knocked down with the 1.5-oz. chute, and lost a guy and shackle when they flogged loose. Doug reports that the 3/4 is repairable, and that he is very comfortable and going fast under twin poled-out jibs. He had a good attitude and was commenting that it was all a learning experience. *Berserker* is still trying to get a decent reinforcement for his boom, which had the vang fitting torn out, leaving a hole which weakens the boom. He also reported more problems with his fuel system, but can keep the engine running with some effort. Ed English spent most of his day tuning his rig with the sails down. *Orange Blossom* is a new boat, and the rigging is stretching as the hull works. He sounded pretty tired, but now has the boat back up to speed and is sailing well. *Nai'a* had a new 1/2-inch diameter halyard chafe through, rendering his jib *hors de combat*. He was able to get it back up using a spinnaker halyard. Michael is feeling his way around on this ultra-high performance racing machine, and eased off on the throttle today to get some things figured out. Lots of



Rob Macfarlane's jury-riggered 'Tiger Beetle' got him in for a greeting by girlfriend Sarita May.

squalls on the horizon this evening. It may be a busy night. *Foxyfyre* is running on port tack with two poled-out headsails and a reefed main. Winds are in the 20-knot range with a moderate swell and small seas.

Saturday, July 6, 0800 PDT

It was a groggy and grumbly fleet that assembled for roll call this morning. About half the fleet had major squall activity last night and had little or no sleep. The rest were, well, rested. After the damage of the previous day, there was little news to be reported. Greg Morris on *Slipstream* lost his pole topping lift and had to climb the mast to retrieve it. The Vic-Maui fleet has been blowing by us. Mark Rudiger, navigator on *Cheval*, has joined our check-in the last several evenings. The speeds being held by the sleds are impressive!

Today is an anniversary of sorts. At noon we will be exactly one week into this race. We seem to be doing very well with respect to speed, as by noon more than half the boats will be better than halfway down the course. Even the slowest boats are no more than 100 miles or so from the halfway point. There is a mental transition taking place in the competitors from a shore-society based mode of perceiving the passage of time to a more relaxed mental rhythm which is more in harmony with the wind and waves. The first week was very long, perceptually. I think the next week will pass in a flash.

1900 PDT — Well, it's official. We're in the Tradewinds: Ken Roper has started mixing martinis during the cocktail (check-in) hour. This ancient tradition usually means that he is getting into the groove and about to put all the newbies in their places. Somehow at this point in a TransPac he starts gaining 10 miles a day on everyone. However, all the rest of the fleet was greatly cheered to hear that he had spent most of the day in a rainy prison cell made of squalls all around him — but with no wind. Ken was quite upset that he made only 11 miles in 5 hours. Perhaps this is the reason for the martinis...

In any event, the light airs allowed him to make a substantial jury rig to his boom, and he is now able to proceed with his mainsail up in a more-or-less normal manner. Chuck on *Joe* spent several hours crawling around the nether regions of his boat rebuilding the bracketing for his autopilot. It appears that somehow some bolts had loosened and the resulting play allowed the mounting to work and twist all out of shape. He reports that all the tools he carries came in handy. He also made a jury rig for his broken gooseneck, and reports being able to set the main with two reefs, adequate to finish the race. *Berserker* is also sailing with a reefed main. The cracks in his boom seem to have ceased propagating. Barring new developments, Mark should be fine to Kauai.

The fleet would like to thank amateur radio operators Ron Ellis (KG6DV) and Bill Di La Mater (KB6LFM) for their continuous support in bringing these reports to you. They have been outstanding in their skill and dedication to providing communications for the fleet. In addition, after the carnage of 'black Friday', they have passed detailed traffic to the race committee that will allow repair parts to be fabricated and shipped to the finish line, so as to make the boats seaworthy again. The finish line in Kauai has no support services or marinas, and is in fact a delightfully primitive place to end the race. The closest boatyards are in Oahu, a very nasty 120-mile bash to windward. Definitely not recommended for boats with rigging damage!

Michael Reppy on *Nai'a* has built a spinnaker net to avoid the 'wrap of death' he suffered several days ago. He has the chute up again and is reeling in the fleet. He reports that his confidence has been regenerated and that he feels much better. Controlling a rocketship like *Nai'a* must be a real challenge! There are many flying fish about decks these days. These are very pretty fish, somewhat like smelt, silver and lean, with large fins that act as wings. I have observed them whiz over the waves for many yards.

Ed English on *Orange Blossom* reports spending a delightful day covered in black rubber dust while he rebuilt his alternator

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system. Apparently the belt was loose and had been slipping, accounting for his poor charging performance — and for filling the engine compartment with powdered belt. Another of the nasty little things they don't tell you about when one applies for a job as 'Heroic Ocean Racer'. It is really astounding how much success in this game (or even survival) depends on the willingness of each sailor to deal with the most obnoxious or baffling problems. The range and deviousness of the spectrum of problems which one must solve is amazing. And just when you thought it was safe to go back on deck, you drop a jar of olive oil and it breaks and runs all over the cabin sole, and you stand up and you REALLY WANT YOUR MOMMY! Sometimes ocean sailing is enough to drive you crazy.

Everyone seems to be really happy. We are starting to get warm sunshine and dependable winds, and the net is alive with friendly banter. The racers are trading spinnaker tricks, recipes and war stories. It's really a lot of fun. Now if only Roper would share his martinis. . .

Sunday, July 7, 0700 PDT

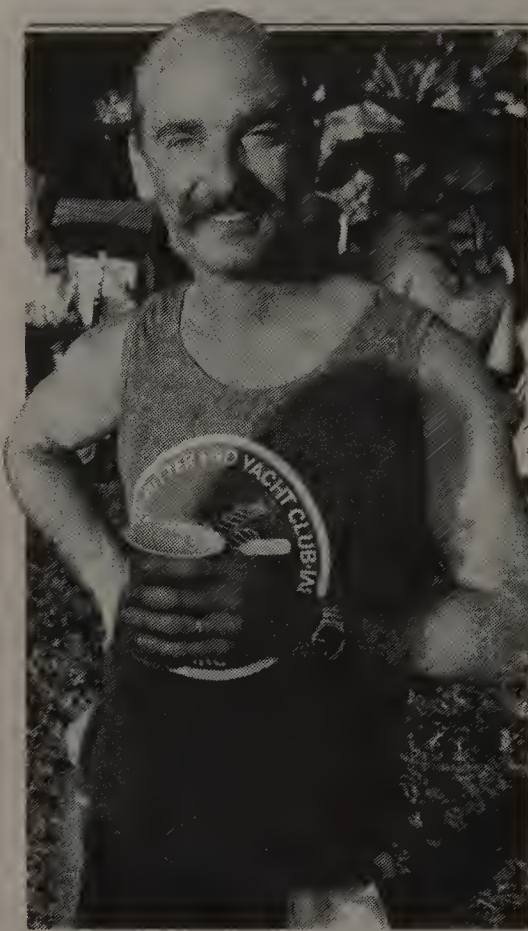
I can do whatever I want.

— Roper's Law

Life at sea: Things are different offshore, more than you might ever dream possible as you slug your way through a traffic jam on the way to a stressful day in the salt mines. Small things become large and priorities change. Winning and losing seem less important, somehow, although each of us relishes a few miles made on a competitor and much hoopla is made over minor misfortunes which slow them down. Losing a few miles is cause to run on deck and throw up more sail or tweak what is there. Weather faxes are discussed as eagerly as what was for dinner. (By and large you would shudder to hear about this subject, so we will pass it quickly without inquiring deeply.)

Yet in spite of the friendly competition, or perhaps because of it, deeper bonds are being formed. One sees people in a more intimate way offshore, as much of the baggage and attitude we carry around in our workaday lives dissolves in the face of a simpler, more direct existence. We see ourselves, and our competitors — rapidly becoming lifelong friends — as we really are: human beings with strengths and weaknesses, fears and insights into life often different than our own. This is not to say that we have been cast into some philosophical wonderland of touchy-feely sensitivity. Life at sea is rather pithy, and there is nothing like a shot of seawater down your pantleg to bring you back to sober reality!

Nonetheless, one does see things differ-



Mark Deppe's torn sails and sludgy fuel paled in comparison to hitting a whale.

ently. I know nothing about the presidential race, and find that I couldn't care less. In a few weeks that will change, but it is nice for now. Doug on *Big Dot* has spent a lot of time watching some spiders spin webs on the stern pulpit. Probably pretty slim pickings out here, but a poignant reminder of the way that our inner natures drive us onward, in spite of the prospects. Perhaps as single-handers we are not so different from the spiders.

Terry on *Sensei* almost lost her last avocado when it became misplaced and as best as the rest of us can make out, barely avoided being hoisted in the spinnaker. Is the last avocado such a big deal? In a nutshell, yes. Terry had been looking forward to that avocado and seemed quite put out at the thought of losing it.

Ken on *Harrier* misplaced his calculator and was quite annoyed because he couldn't calculate his daily punishment on the rest of us. A short time later he reported that his trash bag had disappeared. The famous 'search for the trashbag' was hilarious, not only for Ken's caustic commentary, but also for the result. The trashbag was found, but it had been torn and leaked large amounts of indescribably disgusting goo (no, I won't describe it and you can't make me) all over the reacher/drifter and that he was going to have to spend hours cleaning up. We were all delighted to hear about it.

After ribbing Rob on *Tiger Beetle* for his

near-collision with the planet Venus, last night Ed English succumbed to 'alien invasion' paranoia and tried to contact a satellite crossing the horizon. "I could have sworn it was a ship," he mumbled later.

The sky last night was particularly beautiful, with the Milky Way blasting into your face like a Fourth of July fireworks show. Playing Bach loud, lying on your back in the cockpit, watching the stars while the autopilot drives you along under spinnaker can make your heart want to explode with happiness and wonder. These small moments of intense feeling are part of the reward for undertaking this sort of adventure. Describing them cannot do them justice. They remain with you forever.

While the rest of us were debating existentialist philosophy and drinking tea, old professor Von Schwabski on *Rumbleseat* was dealing with 'the mother of all squalls'. He was surfing in the upper teens with the chute up when the wind got up to about 40 knots. At this point, survival started to look better than 'fast is fun', so he turned upwind to drop the chute. Of course, the sail ended up in the water, so Bruce will have shrimp for dinner tonight. His vang fitting broke a few days ago, and he still gripes about it because it was the only piece in his rig that he didn't build himself. Anyway, his reinforcement is holding okay and he is cooking along to the finish.

Mark on *Berserker* reported that his autopilot (an Alpha Spectra) has become rather unreliable. Occasionally it goes into a narcoleptic coma and seemingly passes out. A good stiff kick with a seaboot (literally) gets its attention, but the Alpha owners association was full of helpful (or well-meaning, anyway) tips and advice. We will await developments.

Things here on *Foxxfyre* are fine. I am scooting down the rhumbline with my beautiful new spinnaker pulling away. I play good music, talk on the radio, trim sails, write this hogwash, read books and enjoy my Pop Tarts and Cracker Jacks. Gradually making the transition from uptight land creature to relaxed sea creature. It will be over all too soon.

1900 PDT — *Orange Blossom*, in a shameless attempt to steal the 'best disaster' award in the evening check-in, revealed that the worst spinnaker wrap Ed has had in 27 years of sailing was successfully defeated after a two-hour struggle. The only time so far Ed didn't raise the spinnaker net. . . .

Coaster and *Tiger Beetle* are sailing along a quarter mile apart. Rob reports that it provides for stimulating racing. *Sensei*

reported a broken strand in her forestay. The mast is in no immediate danger and a spare spinnaker halyard has been used to support it. New wire and fittings have been requested and will be delivered in Hanalei. Overall, most boats report a pleasant day of spinnaker flying, with moderate wind and flat seas. The squall potential looks fairly promising tonight, so stay tuned for more adventures.

Monday, July 8, 0700 PDT

The skies are overcast again, and the wind has dropped. The weatherfax shows that the high has re-established itself in a quasi-normal looking configuration, but the isobars are spread a bit farther apart than we would like for where we are in the course. However, things will change, and in the meantime the miles keep clicking off the log.

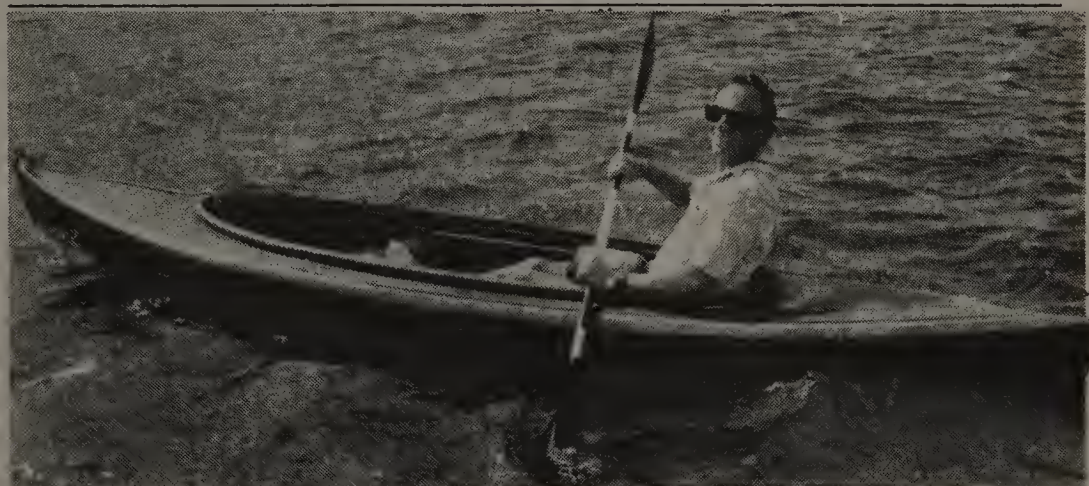
Rob on *Tiger Beetle* reported seeing many vella vella, a Portuguese man-o-war type jellyfish about 4 inches in diameter with a sail. Ken Roper reported seeing a 'zippy bird'. We are not sure if that's a bird with a flashy lycra skinsuit or if Ken just had too many martinis last night. Fred on *Bravo* has become an expert at debugging SSB-autopilot interactions. If your autopilot makes a hard right turn and broaches the boat when your sentences get longer than 10 seconds — as his did — then you should consult him for the cure. Dr. Fred advises that grounding the case of the autopilot and using ferrite shielding cores on all of the wires running to the unit has allowed him to evolve from a cryptic mutterer, whose sentences were usually terminated with such exclamations as, "AAAAHHHH! We're going to crash!"

It appears that *Rumbleseat* did sustain some damage in its incredible broach the other day after all. Bruce reports that the starboard jumper strut was damaged when the spinnaker halyard wrapped around it as the kite went in the water. He explains that although it was engineered to handle extreme rigging loads, it was never meant to stop a boat going 17 knots in one boat-length, as happened when the chute hit the water. He reports that there is no immediate danger, but he has to baby the boat on starboard tack.

There is a real horse race between *Joe*, *Rumbleseat* and *Wild Thing* for first to finish and/or a new race record. The monohull record, 10 days and some hours, is in jeopardy if the wind stays up. Bruce moves very fast in even moderate air, while *Wild Thing* loves the chute up and 30 knots. *Joe* splits the difference between them. With less than three days left for them, this should be fun to watch. *Nai'a* will be passing many

boats at the rear of the fleet today.

We have no information on the whereabouts of *Bad Boy* or *Big Mon*. Both of these



Repairs to 'Nai'a' cost Michael Reppy three days, but his 36-ft tri still lapped most of the fleet.

boats are ultralight and would have gone quite a bit south looking for hot reaching angles. Since neither has an SSB, it comes as no surprise that they remain incommunicado. It will be of great interest to see when they appear at the finish line.

1900 PDT — A quiet day on the course. The winds are fairly light, in the 10-12-knot range. Most boats are just sailing along peacefully, doing the best they can. A lot of books being read today. *Nai'a* is starting through the fleet. Michael saw a spinnaker ahead and thought it might be *Sensei*. It turned out to be *Jubilee*, a Vic-Maui boat. Rob on *Tiger Beetle* made a heroic effort to film a tropic bird with his video camera. The ungrateful wretch responded by decorating *Tiger Beetle* with a token of his steaming regards. A day for contemplation and reflection.

Tuesday, July 9, 0700 PDT

Wild Thing reports getting knocked down by a massive squall last night. The crash shredded Ray's last spinnaker and ripped the boom vang padeye off the deck. This makes three enormous spinnakers which have gone to handkerchief heaven for him on this trip. Ray also reports that the problem he has been having where the tang bolt is slowly cutting down the length of the carbon fiber mast has gotten worse. At morning check-in, although it was dark and hard to assess, Ray thought that there was a transverse kink in the mast at the D1 attachment point. He and Bruce on *Rumbleseat* had a prolonged discussion on methods of tuning the rig to keep it stable. Ray is close to the finish now and will probably be in Hanalei within the next

24 hours.

Ed on *Orange Blossom Special* heard some strange noises below decks and thought that the problems he had earlier with a shredding bulkhead might be returning. It turned out that he was passing a pod of five

or six whales, and had been hearing their commentaries on his spinnaker handling techniques. Although it was too dark to identify the species, Ed reports they were very near the boat and showed up well on radar after he had passed them.

The competitive spirit is returning as people start to smell land. *Rumbleseat*, *Wild Thing* and *Joe* are likely to finish by noon tomorrow. Each of us is trying to flog a little more speed from our tired boats, and we are now picking Ken Roper's *Harrier* brain as to the best approaches to the finish line, and how to avoid the reefs around the entrance to Hanalei Bay.

The weather is overcast and humid. The sea is still rather flat and there is a small swell. We have not heard from *Big Mon* or *Bad Boy* in a long time and wonder if they have been reported by other means.

1900 PDT — Night is a special time at sea. Sometimes, when it's stormy and there are navigational hazards, it can be an occasion for anxiety and fear. At other times, such as last night, it can be breathtaking in its beauty. Last night, the sky was like black crystal, with stars one can never see in an urban setting blazing above. It had an almost three-dimensional depth to it. Every now and then a meteorite would streak by. The wake of the boat was a greenish-blue, phosphorescent streak 100 yards long with thousands of Tinkerbelle-like sparkles in the depths from bioluminescent organisms. The boat was running easily over the 5-foot seas, carving a trench in the water at 6 knots.

I had the guitarist John Fahey playing on the cockpit speakers and sat there entranced for hours. This is the sort of night people dream of when they think of sailing in the tropics. The peace, tranquility and sheer

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emotional depth of that evening will remain in my memory for long time. It was truly a night of wonder.

Something else I wonder about is how in the hell everybody keeps putting miles on me. Grrrr. . .

Berserker was attacked by a squalid of squid today during the noon hour. Mark reports that six fair-sized ones landed on deck and, as a mark of their displeasure, instantly voided their ink sacks. It took him an hour of scrubbing to clean off the mess.

Most of the racers say they are in cruise mode today. This fantasy is especially prevalent among those who hold comfortable leads on corrected time. They day is very pleasant with 10 to 12 knots true and small seas. Many puffy trade wind clouds about, and the temperature is rather moderate.

Wild Thing, Joe and *Rumbleseat* should finish tomorrow. Those of us in the rear of the pack are green with envy. *Wild Thing* has suffered a lot of rigging and sail damage and is now proceeding to the finish under main only. He is still making 8½ knots. We have finally heard from *Big Mon*. He is currently



Terry McKelvey toasts completion of the race, her first ever trip to Hawaii.

shroud with a chicken stay and banding tool. The rig seems stable, but he cannot set a chute. *Slipstream* has apparently lost all of

HAMMING IT UP

The response to our position reports has been very gratifying. These reports were posted on the World Wide Web, and also distributed world wide via Amateur Radio Packet Bulletin Board systems, and the Automated Position Reporting System (APRS). I would like to thank the selfless volunteers who have worked so hard to make this possible. I would also like to thank those who have dropped off notes of encouragement for myself and various other competitors. I passed along your best wishes whenever possible. If I have not replied personally, it's only because of limited opportunity.

For those contemplating a long ocean race or world cruising, let me comment that both Ken Roper (KA4NZP) and myself (WD6EHQ) agree that Amateur Radio provides a huge benefit. Although Marine SSB is excellent, it is often expensive to use, and there are limitations to the cross-section of people and services one may have access to. Amateur radio, on the other hand, is enormously versatile, and the world community of HAMS has a long and excellent tradition of generosity, competence and good will that is unique.

There are many excellent networks, such as the Pacific Maritime Net (14.313 MHz at 0430 UTC), which provide strong support and information to voyaging sailors in

addition, there are many thousands of HAMS who would like nothing better than to share their time and expertise, and to help you communicate wherever you go. The Amateur Community (and it is a *real* community) spans an awesome range of skills and experiences, and all walks of life. These position reports are only possible because I sent out a plea through the amateur networks for assistance in putting together the tools and skills to make this packet radio work. The response, and offers of help, was overwhelming. I would like to thank those with whom I was not able to communicate directly for their response. Time before the race was short and rather desperate. I can only say that the combination of Amateur Radio and ocean voyaging sailboats is a marriage made in heaven.

The requirements for an Amateur license are really not as difficult to achieve as most people think, and perseverance will always yield a positive result. There are many excellent free classes for teaching you everything you wish to know. It cannot be done at the last moment, but when one considers the discipline and professionalism of a so-called 'amateur' service, it's easy to appreciate the value that having to work a bit to join the community provides. So I'll see you on the airwaves!

alongside *Slipstream*. Apparently, *Big Mon* has broken the T-bar fitting on one of the lower shrouds. He has jury-rigged a new

his spinnaker halyards and can't set a spinnaker, either. They are presently sailing side by side.

Wednesday, July 10, 0700

The carnage continues. You would think that we are going around Cape Horn. Last night Rob on *Tiger Beetle* had the unpleasant experience of hearing the 'Big Bang' at midnight. This well-known sound is usually the harbinger of bad news, and so it was with Rob. The stemhead fitting which secures the forestay and roller furler had sheared off, and the roller furler was banging around the foredeck. In an incredible recovery, in one hour, Rob had secured the forestay and was able to go back to bed. This morning, his options were discussed on the net. Rob will attempt to beef up the jury rig so that he can set a spinnaker. The moral of the story is that even well-prepared boats break when you push them. So beef it up before going offshore. *Foxxfyre* has a 3/8" tang crack and had to replace the hardware holding the headstay to the stem the night before the race. Thanks to Bruce Schwab for seeing it.

1900 PDT — I feel like a ballpark frank that plumps when you cook it — with grease oozing from every pore. It is very humid and warm. Winds in the 10 to 18-knot range. Seas still fairly flat. With *Wild Thing* and Joe finished and *Rumbleseat* about to, the fleet is getting cabin fever. Most of us have a few days to almost a week left and view finishing with great expectation. A cold beer will never taste so good!

Nai'a had a wild day, with one of the two 'jibes from hell'. *Bravo* had the other. Michael reports that his big asymmetrical got a figure-eight wrap in it during the jibe (he figured he could do it without the sock), and then it got bad. The sheet got out of control and ended up under the boat jamming the rudders. After hours of struggle he finally cleared it. He seemed in fine spirits and is cruising to the finish. Fred on *Bravo* had a similar experience in which a routine jibe turned into a nightmare when the wind doubled, the sock control line went off on a toot, and the chute fell in the water. Fred reported a two-hour struggle that left him wheezing but happy that the damn thing is done.

We are really looking forward to the finish. I spoke to the Matson ship *Moku Pahu* who we mentioned earlier in the trip. This time they were going the other way. They had unloaded their cargo in Hawaii, reloaded and were 1/3 of the way back to San Francisco. They move fast. Gives one pause for thought.

Thursday, July 11, 0700 PDT

The news this morning is pretty bad. Joe was dismayed 18 nautical miles from the fin-

ish. *Rumbleseat*, which was nearby, offered to stand by, but Chuck declined. Chuck managed to make some sort of jury rig and has now finished. Details are sketchy out here on the course, but more information should be available soon.

In keeping with the time-honored tradition that if they liked it once, they will like it twice, at about 10 p.m. last night, *Tiger Beetle* lost his rudder. Rob had previously had his forestay stem fitting fail, but had made repairs and was underway again. Now the big double whammy! Rob has one of the best engineered emergency rudders in the fleet, and since he is directly upwind of the finish, there seems to be little doubt that he will finish under his own power. This is nonetheless tragic setback for Rob, who was well on his way to spanking everyone else's butts. He may still beat a bunch of us. Stay tuned.

On a positive note, Ray on *Wild Thing* (who has finished) reports that *Bad Boy* had called the race committee with only a few miles to go, and has presumably finished by now. We had lost touch with *Bad Boy*, since he had only a VHF radio and had elected to sail an extreme southern route. Congratulations to Gary Helms.

It might appear to those of you who are not personally acquainted with the boats and skippers that the breakdowns encountered by this year's fleet are due to either inadequate boats or preparation. I would like to comment that this year's fleet was perhaps the best prepared in memory. The boats had all been battle tested in demanding qualifying sails in very rough waters. The skippers are all very knowledgeable and competent people who have spent literally years preparing themselves and their boats to do this race.

I think that the damage encountered so far may be attributed to the competitive nature of the event, coupled with the very hard early going, and perhaps most important, the extreme demand that the sea puts on boats. I have spoken on this point in an earlier note, and would like to reiterate my belief that a proper boat for going to sea bears slender resemblance to that encountered in the usual marina. The ocean is not like coastal sailing, and should be taken seriously. The constant working of the boat and the continuous flexing, twisting, stretching and so forth puts severe strains on all aspects of the hull, rig and sails. Oil canning of a hull which might be tolerable for many years sailing in the Bay could portend failure after only a few weeks at sea. Even a Hawaii race, which many sailors dismiss as something of a 'milk run' is NO JOKE. You can



Chuck Beazell stepped the jury-mast on 'Joe' just like he used to on an old trailable boat.

even encounter hurricanes out here. Structurally inadequate or poorly prepared boats do not belong out here. Even those that are well prepared are still going into harm's way, so to speak.

The risk factor is one which has a subtle appeal to most of us, but it's really no fun when the risk becomes real. Your best hope is that you are mentally and physically prepared to meet the challenge if it does come.

Flash update — *Tiger Beetle* reports that he has mounted his emergency rudder. It is working well and the Alpha Spectra is driving the boat. He is making 4 knots under triple-reefed main and is headed for Hanalei Bay, with course 231 and 491 nm to go.

1900 PDT — The big news today continues to be *Tiger Beetle*'s loss of rudder control. Rob has mounted an emergency rudder and it appears to be functioning well. He is proceeding cautiously under triple reef at 3-4 knots. He is cheerful, and has resigned himself to simply arriving in Hanalei. It looks like he may make it in Monday or Tuesday. Work is already in progress to supply a replacement rudder so that Rob may sail the boat home.

The fleet is maintaining a SSB schedule every two hours, on the odd hours on 4009 kHz. Many alternative rudder schemes have been discussed and it appears that Rob has at least two very viable alternatives to his emergency rudder. The first is the use of the Monitor windvane. The second involves the use of twin headsails and a drogue. Since Rob is directly upwind of Hanalei, it seems certain that he will make it. To relax Rob, the fleet has insisted that he have a Guinness. To

show solidarity, Ken on *Harrier* is having martinis, Terry on *Sensei* is having champagne, Ed on *Orange Blossom* is having a zinfandel and Mike on *Foxxfyre* has resumed his search for the elusive cans of beer he was sure he had stowed. If only he could remember where . . .

Although at the moment this is high drama, in later years the carnage and accompanying anxiety that the fleet has experienced will come to be seen as part and parcel of why we really do it: It's Big Time Adventure!

"We have the technology. We can rebuild him . . ."

— The '\$6 Million Man'

(They were really talking about boats.)

Friday, July 12, 0700 PDT

'Tahiti Nui fever' has gripped the fleet. The end is now in sight for many boats, and predicted arrival times are being calculated and bandied about as if there were not several hundred nautical miles yet to go. Families and loved ones are arriving in Hanalei. And the fleet smells beer. *Cold Beer!* Rob on *Tiger Beetle* is still doing fine. His emergency rudder is still holding up well, and he continues to maintain about 4 knots towards the finish. Last night, he trailed some ½-inch lines in bights to adjust boat-speed and maintain control. The swells are getting bigger and a bit lumpier. The boats are really carving some big 'S' turns on the larger waves. There is a stunning sight in the early morning sky these days. A rising crescent moon is closely accompanied by two planets, Venus and Mars, we believe. Seeing the trail of moonlight streaking toward the boat from the horizon, while small clouds are backlit and the planets blaze through wisps left from a passing squall is something to behold.

Although this is a ton of fun, a hot shower and good night's sleep will be very welcome.

1900 PDT — More carnage! *Berserker* reports that his rudder is becoming unreliable. All his diagnostics indicate that the rudder shaft-to-blade attachment is failing. The Alpha autopilot has failed completely, and Mark is steering with the Monitor windvane. He hopes that he will make the last 158 miles to the finish without having to resort to his emergency rudder. As usual, the net was full of suggestions and discussion about this new catastrophe. Mark seemed in pretty good spirits and is pressing on under reduced sail. *Big Mon* and *Slipstream* are in VHF contact with the race committee and are about to finish. *Nai'a* will also finish later this evening, and *Orange Blossom* looks good to finish tomorrow afternoon. We would like to thank Svendsen's Chandlery and boatyard for their strong support for the boats who have had rigging failures of vari-

THE FOXXFYRE CHRONICLES

ous types. They have been extremely fast acting and flexible, and many parts needed to make repairs are already in transit.

We're getting short now. I can't wait to finish!

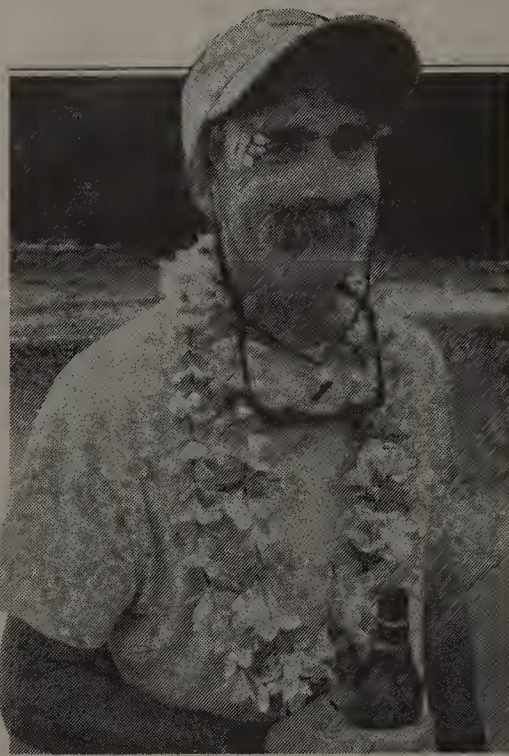
Saturday, July 13, 0700 PDT

Well, the final push is on. *Orange Blossom* will finish this morning, with *Berserker* likely due in later this evening. Rob on *Tiger Beetle* has increased speed cautiously by poling out his storm jib to better balance the boat and take pressure off the rudder. Who will get 'last boat to arrive' trophy? In 1992, *Foxxfyre* received it, and although I would have preferred a more noble position, the trophy, designed by Kay Rudiger, is simply beautiful. I really hated to give it up for the 1994 race. So will it be *Big Dot*? *Tiger Beetle*? *Foxxfyre* is in a close race with *Bravo*, who owes me 9.4 hours (56.4 nm at 6 knots) and *Berserker*, who owes me 19.2 (115.2 nm at 6 knots). I am flying my big 3/4-ounce spinnaker and trying to make up a few miles. But don't tell them!! I have lulled them into a false sense of security. At the check-in, I waxed enthusiastic about how the reef in the mainsail and poled-out jibs allows me to read and cook comfortably.

I go on about the peace and tranquility of the sea, and how just being here is all I am after. Ha ha ha. Little do they know of my secret plan for dominance. Now if I can just keep the dirty side down maybe I can make it work. Running deep with a spinnaker up in 20+ knots true wind and moderate, lumpy seas will definitely keep you from falling asleep!

Stay tuned for the dramatic conclusion to the '96 Singlehanded TransPac. Who will win (actually, all of us)? Who will lose? And the real question, who'll find the coldest beer?

1900 PDT — *Berserker* saw land during evening check-in and the net went wild. It's extremely exciting to make a landfall after so



Mike Jefferson. The pen may be mightier than the sword, but watch out for that cabin furniture.

long. After days and days of tedious sailing — each day very different yet somehow the same — suddenly the end of the voyage is in sight! We are all hot to finish. We have been talking on SSB with competitors who have already finished and, through them, loved ones and significant others. Only *Coaster* is presently unaccounted for, but we expect him to finish tonight or tomorrow morning. Apparently there is a party on the beach. We all wish we were there! And soon we will be. *Foxxfyre* expects to finish around this time tomorrow. For now, I have to go deal with an unexpected surplus of wind (30 knots).

Sunday, July 14, 0700 PDT

Almost over now! *Foxxfyre* should finish before the next check-in. Will we beat *Berserker* and *Bravo*? Maybe. The numbers are close but promising. Ken on *Harrier* was 11 miles from the finish at 0700 and flogging it as hard as he could. He really knows how to drive a boat. *Berserker* finished in the middle

of the night. We still have not heard from *Coaster*. *Big Dot* and *Sensei* are still pounding away. Both have huge handicaps and will probably toast the rest of us.

1122 PDT, flash! — *Coaster* is finishing as I write this. I am 43 miles out and suddenly heard the race committee as clear as a bell on VHF. We have not heard from *Bravo* in about 16 hours. Fred should finish soon, though.

I have been in squalls all night and the coming of day has not dissipated them. It is raining heavily, but there is enough wind to sail well. I watch the squalls on radar. They show up nicely as fuzzy patches. You can estimate their size and severity by looking at the density of the return on the screen. Really bad squalls are usually very bright returns (lots of water) and are usually pretty big. They seem to be generating themselves one after another on my track. Every one for miles is gunning for me.

Well, I am going to haul out the detail chart of Kauai and start making marks on it. The miles are really flying by.

This is probably my last report from sea. I hope you have enjoyed reading them as much as I have enjoyed writing them. If this sort of adventure appeals to you, then don't just dream about it. The Singlehanded TransPac is accessible to anyone with the will and tenacity to do it. It requires a LOT of work, planning and a certain amount of financial misery. But you don't need to be a millionaire. The people who have done it come from all walks of life and span all income brackets. All of them would probably agree that the achievement and satisfaction cannot be bought, and no matter how much you spend, the reward will be just as great.

Regards from one of the really great adventures.

— mike jefferson

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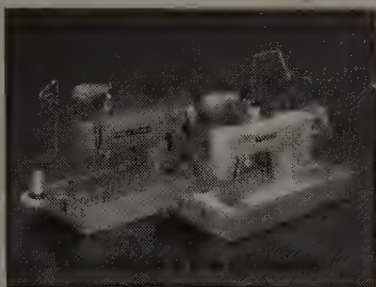
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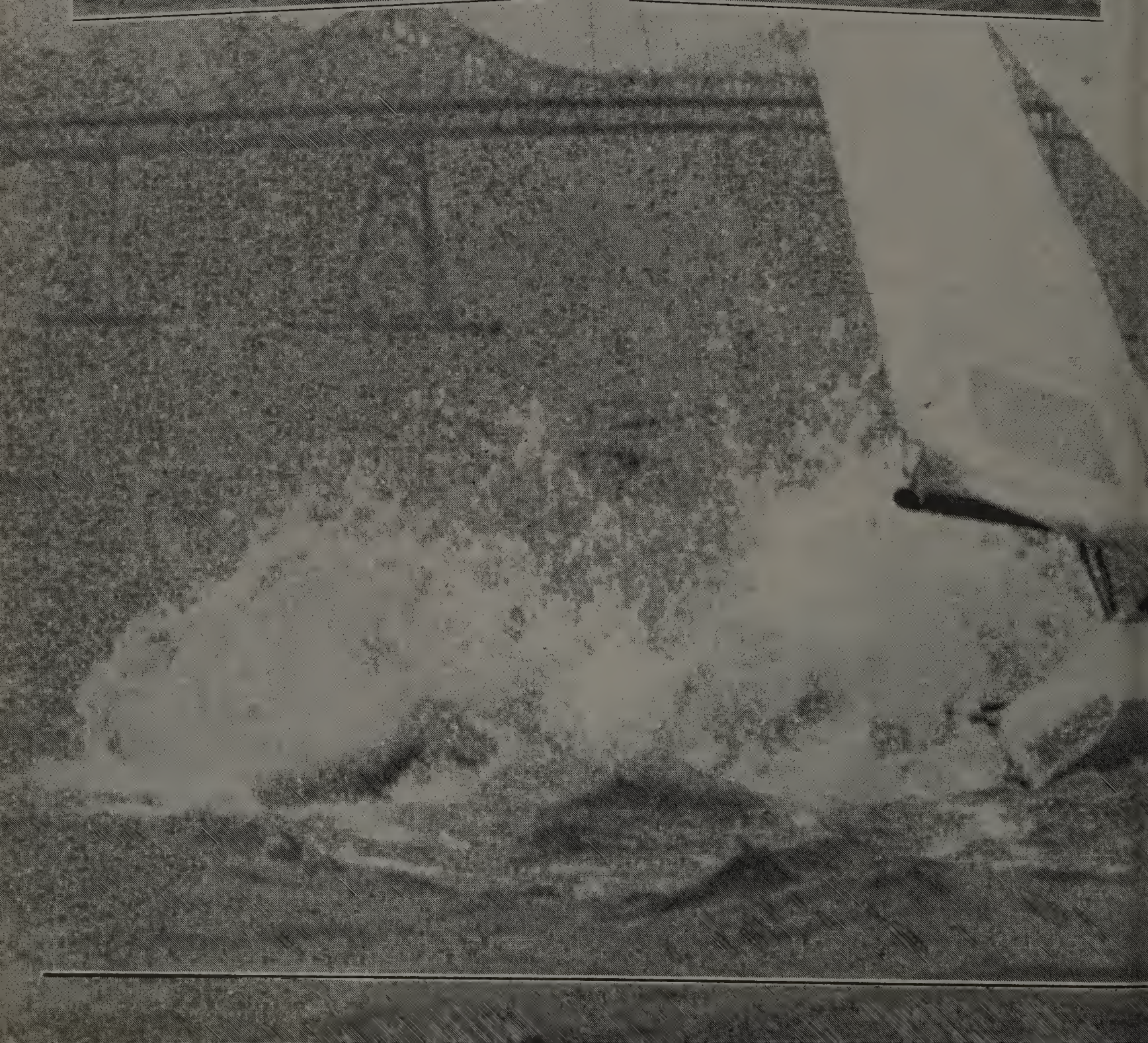
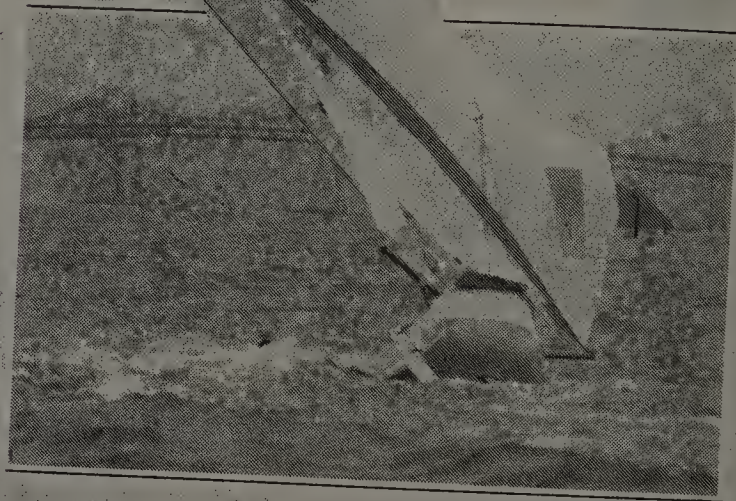
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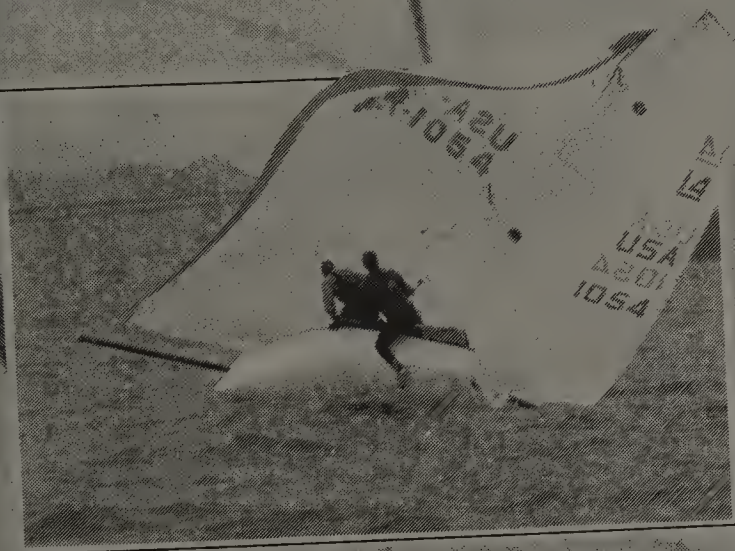
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THE BAUM SQUAD —



GETTING THE WIRES CROSSED



"I assure you, this was all my brother's fault," says Steve Baumhoff of the International 14 sequence on these pages. "In fact, this was the third time he did this to me that day!" (Eric was unavailable to confirm this, so we had to take Steve's word for it.)

Competing in this new-to-them class is part of the Flying Baumhoff Brothers' big plan to take part in the I-14 Worlds this coming August. Hosted by the Richmond YC, that event is expected to draw more than 100 boats from eight countries.

As for this photo spread, which was shot at the Richmond YC Midwinters on December 7, Steve and Eric (driving) looked like they knew what they were doing as they zipped by our photo boat (inset, top left). But seconds later, a too-tight vang caused the chain reaction you see here. First (spread and second inset) the boys went down to windward — a maneuver known among 14 sailors as 'teabagging'. No sooner had the two climbed back aboard than the boat went over the other way (insets, righthand page), despite Steve and Eric's best attempts to prevent it.

Eric bought the six-year-old boat a year ago and the brothers have only been seriously training on it for a couple of months. "I don't know if we're getting any better at sailing," says Steve. "But our swimming has improved a lot."

All kidding aside, we expect Steve and Eric, both accomplished sailors, to be running with the big dogs by August. Where they'll end up in the food chain at the Worlds remains to be seen. But at least the boat's name — *B-Team* — won't fit as well as it appears to at the moment.

Some Like it



When it comes to simplicity, there is no yacht racing event in the world less complicated than the annual Some Like it Hot Rally from California to Mexico. Yet some people find the whole concept confusing, since all you have to do to place in the standings is arrive in one piece at Cabo San Lucas on a sailboat. Think of it as the ultimate Zen yacht race: you can't enter until you've successfully completed the course!

The rest of the drill? Upon arrival, you simply saunter on over to the Broken Surfboard Taqueria on Miguel Hidalgo street and sign in on the giant name board. You're welcome to leave your autograph on a wall too — if you can find an open space, that is!

By now most of the Baja Ha-Ha fleet has drifted on to La Paz, Mazatlan or Zihuatanejo, but cruisers continue to arrive at the Cape's sunny haven — especially Canadians of late, who are undoubtedly smirking with glee at having escaped another nasty northern winter.

The Cabo newswire reports that Charlie Turner of the Yorktown 41 *Far Niente* brought a large quantity of pharmaceuticals to the Broken Surfboard, which had been donated by members of the fleet. Owners Lucina and Phil gave it all to the small church clinic in the rural hillside community of San Nicholas, which serves 300 - 400 people. "The supplies were emotionally accepted by the *alcalde* (mayor) Alejandro Ceseña, who asked us to express his sincere gratitude to all," says Phil. Basic first aid supplies are also sorely needed, such as antiseptics, ointments, sterile dressings, tweezers, scissors, etc.

Justin Leonardo of *Euphoria* — at 22, the youngest skipper in the Baja Ha-Ha — lost his crew to the real world (work). Consequently, he took on a new sidekick, but the newcomer fell overboard several times the first day. No worries, the new mate is a resilient Mexican puppy — who has a fetish for nibbling on *huarache* sandals.

James and JoAnn Mathews of *Ariadne* apparently almost lost their bowsprit and ground tackle when their bow was buried during a stiff blow en route to La Paz. Fortunately, they were able to return to Cabo for repairs. Meanwhile, a number of late starters finally showed up. Among them were the 39-ft Garden cutter *Tamara* from Seattle, the 40-ft motorsailer *Tom Cat* from Santa Cruz, the Stevens 40 *Abacus* from Toledo, OR, the Pearson 424 *Spirit* from San Francisco, and the 59-ft motorsailer *Cristal Blue* from Beaverton, OR.

The late arrival of the Ericson 38 *Proteus* from Huntington Beach was probably the most inglorious, but also the luckiest. "Nothing beats being rescued by the Mexican Navy," say Walt Lindsay and Linda DeZempen. They lost their steering near Bahia Santa Maria. The emergency was reported late at night to the 54-ft ketch *Endymion* by SSB. Cap'n Ray and crew then contacted the Broken Surfboard. Lucina called a friend, 'Feto', at San Carlos (Mag Bay). Feto woke the port captain, Alphonso Rodriguez, who, in turn, alerted the local Mexican Navy base. They sent a vessel to the rescue which towed *Proteus* nearly 200 miles to Cabo!

Feto, a San Carlos fishing fleet and travel agency owner, says he'll be happy to help other cruisers with future needs: 011-52-113-60076.

Finally, a few choice one-liners from the Surfboard's guest book.

Hot!

The California to Mexico Cruiser's Rally



LATITUDE/ANDY

"Mexico: where the winds blow and the tequila flows." — *Rhumba*.
 "Leave your job, sell the kids, provision, pray and split — it's a good thing." — *Bertie*.

— latitude/aet

Please note: Baja Ha-Ha entrants are indicated by an * asterik.

- 1) **Summerwind II** / Nwpt 41 / Hays family / Long Beach.
- 2) **Sea Angel II** / Cruiser / Les, Lan, Frank & Steve / Vancouver B.C.
- 3) **Cameo** / Panda 38 / Don Norby & Rita Greb / SF.
- 4) **Tengo Tiempo** / unk / Steve & L. Heineman / Seal Beach.
- 5) **Dawn Treader** / Custom / Martina, Jeff, Kris, Maya / San Diego.
- 6) **Duchess** / Royal Passport 47 / Don R. & Elizabeth Coots / SF.
- 7) **The Rand Tar** / unk 41 / Bill & Sherry Wallman / Oxnard.
- 8) **Lady Luff** / Morgan 38 / Raymaker & Cowan / San Diego.
- 9) **Cheryl Jean** / Catalina 30 / Dennis & Debbie Monahan / Oxnard.
- 10) **Break Away** / Valiant 40 / Bob & Linda Hoekman / SF.
- 11) ***Drum** / F-27 Tri / David & Larry / Seattle
- 12) **Sojourn** / Maple Leaf 48 / Larry, Marielos & David / LA.
- 13) ***Moonshadow** / Deerft 2-62 / George Bachus & Ingrid / Reno.
- 14) ***Eagles Pride** / Ketch / Rich, Dallas, Brandi, Craig & Larry / LA.
- 15) ***Joyous** / Corsair 36 / Jim, Carol, Betsy & Jerry / Mill Valley.
- 16) ***Kipper** / Searunner 37 Tri / Rob, Ed & Kent / Trinidad, CA.
- 17) ***Audrey Lane** / Vlt 40 / Art, Nancy, Alan, Marilee, Steve / Alma.
- 18) ***Annapurna** / HC 48 / Buddy & Ruth Ellison / Portland, OR.
- 19) ***Malu** / Endeavour 43 / Dick, Roger & Diane / SF.
- 20) ***Freya** / Taswell 43 / Bob, Barb, Mark, Ruth & Anita / SF.

- 21) ***Far Niente** / Yorktown 41 / C.A., Mike & Gary / Hunt. Beach.
- 22) ***Stone Soup** / Isl. Frpt. 41 / John, Patty, Theresa & Terry / SF.
- 23) ***Pressure Drop** / C&C 38 / Paul, Theresa & Audrey / SF.
- 24) ***Destiny** / Swan 46 / Peter & Nancy Bennett / Guernsey, GB.
- 25) ***No Agenda** / Tayana 42 / Tom, Jan, Dave / Carlsbad, CA.
- 26) ***Gumboot** / Choate 37 / Bob, Jennie, Malcolm & Naomi / NZ.
- 27) ***Sept. Song** / Irwin 38 / Ted, Pat, Bob & Max / Pt. Richmond.
- 28) ***Vagari** / Morgan 41 / John & Monica McMahon / Long Beach.
- 29) ***Sunpiper** / Hughes 40 / Heap & Cardall / Blaine, WA.
- 30) ***Sirena** / Ketch / Doug & Rosa Reynolds / SF.
- 31) ***Plan B** / Island Packet 38 / Chris, Alex & David / SF.
- 32) ***Sweet Dreams** / 42 Brewer / Tom & Diana / Phoenix, AZ.
- 33) ***Er Nibs** / Hunter Passage 42 / Norah, Merle & Blue / S. Diego.
- 34) ***Westwind** / Ranger 33 / Cory Lemo & Tim McNulty / Sta Cruz.
- 35) ***Argonaut** / ketch / Jim, Marie, Nancy, Hy & Eric / Pt. Rchmd.
- 36) ***Julia Maz** / Passport 44 / Bob, Julia, George & Pam / Spokane.
- 37) ***Ariadne** / Union Polaris / Jim Mathews & JoAnn / San Diego.
- 38) ***Chrysalis** / Freedom 42 / James, Lee, Sam & Al / Franktn, CO.
- 39) ***Chances Are** / Catalina 41 / Craig & Barbara Ashley / SF.
- 40) ***Irish Melody** / C&C Landfall / Dave & Linda Allen / Sta Rosa.
- 41) ***Venturous** / VInt 40 / Rich, Kathy, Pat & Sandy / Portland, OR.
- 42) ***Passion** / Tayana 37 / Jerry & Audrey Foster / SF.
- 43) ***Cadre** / Freeport 41 / Bob & Jean Crismon / Stockton.
- 44) ***Annybelle** / Catalina 42 / Barry, Wayne & Heidi / SF.
- 45) ***Shamaness** / Chung Hwa / Dennis, Don, Peter & Rick / SF.
- 46) ***Molly McGuire** / Union 32 / Earl & Shirley / Oakland.

Some Like It Hot!

THE LA PAZ HA-HA

When the dust had settled in Cabo after the Baja Ha-Ha awards party (November 9), each member of the fleet was faced with the puzzling question: "Where do we go from here?"

For many the answer came easily: "On to the next party: La Paz." And so it was that 36 boats showed up for the first annual La Paz Ha-Ha, conceived and hosted by Ed Vergara, Operations Manager of the Palmira Marina.

Although it may seem implausible, the La Paz Ha-Ha was even more loosely structured than its namesake. The sum total of the rules and race instructions were encapsulated in the statement: "The first five boats to arrive on November 19th — no sooner — will get free berthage, while all others are welcome to join the party." Simple enough.

As luck would have it, though, strong northerly winds hammered the fleet as they worked their way around the tip of the Peninsula toward La Paz. As a result, virtually all of them were late! No matter. Such things are taken in stride in Mexico; Ed simply delayed the party.

The first boat in was *American Flyer*, a Steadfast 40 from Rainier, Oregon, sailed by Fred and Louise Bowen and their two girls Emily, 13, and Gwen, 10. *Flyer* hadn't been

COURTESY BROKEN SURBOARD



When Ed Vergara of Marina Palmira orders a trophy he doesn't mess around — Conner will be jealous! The 'American Flyer' Crew at La Paz.

part of the Baja Ha-Ha fleet, but she was traveling south at the same time. In fact, she was the first cruising boat the racers encountered when they made their pit stop at Turtle Bay. Baja Ha-Ha boats *Argonaut*, *Drum*, *Nordic Lady* and *Illusions* also earned free slips. Among the other Ha-Ha'ers in attendance were *Chrysalls*, *Por*

Que No and *Lord & Lady*.

By all accounts, the free party was a grand bash with live music, an impressive feast and lots of additional prizes. As Ed put it, "Our marina is full. It's not that we need the business, we just wanted to give the cruisers a look at one of the nicer, friendlier parts of Mexico before they sail off to the mainland." The 1997 fleet can expect similar hospitality.

latitude/aet

- 47) **Euphoria* / Voyager 26 / Justin Leonardo / Monterey.
- 48) **Taurus Trio* / 38 M'sailor / Don, Richard & Les / Bonanza, OR.
- 49) **Prophesy III* / Prvx 47 / Richard, Vernon, Al, et al / Sacramento.
- 50) **Talisman* / Erickson 30 / Rick, Carl, Dick & Walt / Berkeley.
- 51) **Arla* / Grand Soliel 37 / Dan Carrico & D.G. Tilton / SF.
- 52) **Second Wind* / C&C Landfall 43 / Rick, John, Pat & John / SF.
- 53) **Promotion* / SC 40 / Pepe, Jeff, Richard, et al / Santa Cruz.
- 54) **Champagne* / Beneteau 42 / Hall, Don, Skip, et al / Palo Alto.
- 55) **Nordic Lady* / Nordic 27 / Steve & Eva / Dana Point.
- 56) **Obsession* / Swan 46 / Roger, Brooks, Sue, Peter & Jim / SF.
- 57) **Esprit II* / Crealock 37 / Ric & Sue / Long Beach.
- 59) **Ultima* / Cat 36 / Ron, Randy, Betty, et al / Long Beach.
- 60) **Capricorn Cat* / 45 Cat / Blair, Barbara, et al / Lakeport, CA.
- 61) **Telemark* / Ericson 35 / G. Gimmink & Walter Neef / Rchmnd.
- 62) **Neener 3* / Catalina 42 / Pete & Jean Ryan / Brisbane, CA.
- 63) **Altalra* / Fairweather Mariner 39 / Brad & Louis Mason / SF.
- 64) **Freedom* / Ch Lee 44, R. Taylor & R. Ulost / Portland, OR.
- 65) **Take It Easy* / Dufour 27 / Ted & Ginger / SF.
- 66) **Featherbed* / Caribe 30 / Peter Eady / Redwood City.
- 67) **A-Vita* / Rafiki 37 / Bob, Judi & Toto / SF.
- 68) **Emerald Star* / Cabo Rico 38 / Adams family / San Diego.
- 69) **Kiva* / Challenger 50 / Jim Bare, Paul & Joyce / Lareen, AZ.
- 70) **Probacion* / Nauticat / Darrel & Bill Jordan / Oceanside.
- 71) **Alegria* / Camper & Nicholson 35 / Phil Ahlstrand / SF.
- 72) **Espire* / Hamlin 40 / Rick, Marc & Anna / SF.
- 74) **Illusions* / Freedom 45 / Dick, Sole, Peter & Su / SF.
- 75) **Fresh Aire* / Pacific Seacraft 27 / Frank & Bob / Los Alamitos.
- 76) **Laughing Buddha* / HC 41 / Jim & Nancy / Ft. Waltn Bch, FL.
- 77) **Renegade* / Gldn Wave 42 / Larry, Glenda, Monte & Kim / SF.
- 78) **Cherish* / Cat 30 / Larry & Janet / Long Beach.

- 79) **Lady DI* / Lord Nelson 41 / Unknown / Port Ludlow, WA.
- 80) **Priority* / Beneteau 351 / Jim & Gail Wilkins / Seward, AK.
- 81) **Slow Dancin* / Freya 42 / Doug & Kathryn / Anacortes, WA.
- 82) **Sobak Krov* / Cheoy Lee 36 / Richard Soja / Ventura.
- 83) **Anina* / Nordic 44 / John & Sabre Gallo & Kids / CA.
- 84) **Ariadne* / Cal 33 / Roger Bohl & Angela Konig / Alameda.
- 85) **Amazing Grace* / Valiant 40 / Frank & Al / Sausalito.
- 86) **Panacea* / Ericson 35 / Brice Thompson / San Diego.
- 87) **Day By Day* / Spndft 43 / Bart, Debra, Jim, et al / Long Beach.
- 88) **Trilogy* / Endeavour 38 / Bill, Pate, Kathi & Judy / SF.
- 89) *American Flyer* Stndfst 40 / Fred, Louise & kids / Rainier, OR.
- 90) *Flying Squirrel* / Rgr 33 / Fred, Karen, et al / Sun Valley, ID.
- 91) *Bohemian* / Isl 40 / Paul, Meridee & Anne / Newport Beach.
- 92) *Acquisitlon* / Crndo 41 / Jim & Ginger Crumbaugh / San Diego.
- 93) *Scarema* / Jngrt 70 / Denis, Paul, Bonnie, et al / Newport Beach.
- 94) *Nunki* / Cheoy Lee 31 / Eugene Badger / San Diego, CA.
- 95) *Providence* / 64' North Sea Ketch / Peter Watson / Victoria, BC.
- 96) *Adventure Cat* / 55' Cat / Hans, John & Libbe / SF.
- 97) **Cricket* / Cal 43 / Pat & Lynn Appley / Santa Cruz.
- 98) *Windstalker* / Hntr 405 / Rich, Marly, et al / Ventura.
- 99) *Mongoose* / SC 70 / Mike Gelles & Joe Case / Long Beach.
- 100) *Cheval* / SC 70 / Zan Drejes / Long Beach.
- 101) *Defiance* / Roberts 36 / Zbigniew & Patricia / Moss Landing.
- 102) **Trick* / Cross 40 Tri / Mark & Chris / San Diego.
- 103) *Peplna* / 72' Ketch / Eberhard & Jeanie / Hamburg, Germany.
- 104) *Samara I* / 44' Bruce Roberts / The Williams / Vancouver, BC.
- 105) *La Rafale* / Bnt 390 / Fred, Shari, Bud & Tom / Vancouver, BC.
- 106) *Dream Merchant* / 38' Cutter / Jim & Jason Ness / San Diego.
- 107) *Sail Away* / Whiteby 42 / Dirk & Anthonia / Vancouver, B.C.
- 108) *Blue Dolphin* / Islander 36 / Hugh & Roshni Freebairn / SF.

Some Like It Hot!

- 109) **Prologue** / Nauticat 44 / Alan & Janice / Hunt. Beach.
- 110) **Bije Deux** / Hunter 42, Bill Isberg & Crew / Alameda.
- 111) ***Tamara** / Fast Passage 39 / Leo & Penny Vix / Seattle.
- 112) ***TomCat** / Mrn Trdr 40 / Tom & Cathleen Morley / Santa Cruz.
- 113) **Take Time** / Peterson 44 / Dave & Rita Lewis / San Diego.
- 114) **Mata Hari** / Ktch / The Klingemanns / Cuxhaven, Germany.
- 115) **Carefree Isle** / 40' Cat / Garry, Judi, et al / Vancouver, BC.
- 116) **Birgitta** / Endeavor 33 / Dave, Terrie & CLourdis / San Diego.
- 117) **Hot Ice** / 44' Cheoy Lee / Roland & Janie Gibson / SF.
- 118) **Karina I** / Spncr 44 / John, Karen, Will & Ben / Vancouver, BC.
- 119) **Always** / Columbia 45 / Claude, Lorey, Jodi / San Diego.
- 120) **Wind Runner** / O'Day 35 / Mark & Anita Stevens / Ventura.
- 121) **Passages** / Passport 42 / John & Carol / Vancouver, B.C.
- 122) **Two Jack** / Folkes 39 / Harvey & Lynne / Vancouver, B.C.
- 123) **Shadow Catcher** / Spencer 53 / Larry & Rhona / Vncvr, B.C.
- 124) **Southern Cross I** / 41 Chy Lee / Mike & Adriana / Vncvr, B.C.
- 125) **C-Star II** / 38 Ericson / Clay & Betty Carlson / Vernon, B.C.
- 126) **Deut II** / Cheoy Lee Pedrick 41 / Greg & Bonnie / Vncvr, B.C.
- 127) **Siesta** / Yankee 30 / Richard Nunan / Victoria, B.C.
- 128) **Saleta** / Roughwater 33 / Chuch & Esther / Portland, Oregon.
- 129) **Sidonia** / Hans Christian Christina 40 / Tim & Jo / Santa Cruz.
- 130) **Arctic Dream** / Discovery 32 / Reg & Jean / Vancouver, B.C.
- 131) **Dream Catcher** / Morgan 38 / Rob & Kate Caruso / SF.
- 132) **Kamera** / Newporter 40 / Bill, Jaki & Ewart / Santa Rosa, CA.
- 133) **On the Virge** / Pearson 365 / Virgle & Helen / San Diego.
- 134) **Gracia** / 38 De Feaver / Tom, Judy & Ron / San Pedro, CA.
- 135) **Marie** / 38 Junk Schooner / Brian, Else Marie / Port Townsend.
- 136) **Makini** / Perry 47 / Jim & Sandy Anderson / Hilo, HI.
- 137) **Rainbow** / Panda 40 / Gar & Sandy Lundgren / Bend, OR.
- 138) **Cheers** / Morgan 38 / Mark, Dwayne, David & Judy / Plans, TX.
- 139) **Rutea** / Contest 48 / Neil, Ruth, Ian, Caity & Curie / San Diego.
- 140) **Eandevor III** / C&C 40 / Raney & Eleanor / Toronto, Ont.
- 141) **Magewind** / Peterson 34 / Steve & Lynne / Sausalito, CA.
- 142) **Ishi** / Aloha 34 Sloop / Gary & Teri / Santa Barbara, CA.
- 143) **Just Love** / Alaska Purse Seiner / Mike & Sarah / Sta. Barbara.
- 144) **Aeolus** / Pearson Triton 28 / Mike, Mikki & Jerry / San Diego.

THE MAZATLAN HA-HA

One hundred twelve boats — many of them Baha Ha-Ha III participants still cruising in company with each other — attended Marina Mazatlan's first annual cruiser's Thanksgiving party. Jim and Micki on *Dream Catcher* chaired the event, but nobody was more 'thankful' when it was over than Chuck and Ellie from *Nereus II*, who organized the food committee.

Consider the implications of finding 15 large turkeys and 48 cans of cranberries in Mexico. Or the impossibility of assigning pot-luck dishes to 300 people. To solve the first part of the equation, a local commercial market was pressed into service to do the cooking. That segued well into assigning various volunteers to help out at the market and with other details in lieu of overkill in the pot luck department.

As with any first-year event, there were a few glitches. Such as when *Sylvette* from *Day by Day* arrived with her cooking crew at 7:00 a.m. on Thanksgiving morning to find that the turkeys had been removed from the ovens so the store's baker could bake his morning bread. Once oven time was worked out to everyone's satisfaction, very British *Sylvette* commenced explaining to the Mexican staff how Americans make turkey stuffing.

Any lingering doubts about the sanity of crazy gringo cruisers were snuffed completely when the team from *Windward Luv* and *Sun Chaser II* arrived at the store later in the afternoon carrying handfuls of sharp knives. It took awhile, but we finally convinced the market security that they were there to carve up turkeys, not people.

Jim from *La Paloma* had arranged tents over the beer and wine bars to keep the sun off. Fortunately, they also worked for rain. Servers managed to get us all the way

COURTESY MARINA MAZATLAN



Although Dick Markie sent us a bundle of folksy feasting pix, we couldn't resist running this shot of Ray Watson, the human bottle opener.

through the desert course of pumpkin and apple pies before the skies opened up. Cruisers, dignitaries and most of the entertainment all headed for the tents where festivities continued.

Local folkloric dancers were arranged by Tamatria on *Vortex*. We never expected them to charge onto the (uncovered) stage in full costume and dance in the rain, but they did and they were great!

The event was a huge success for a lot of reasons, including the rain. Special appreciation awards were made to Dick and Juan of Marina Mazatlan for their support — and for paying for the turkeys, potatoes and stuffing. Antonio, who is the resident dock

boy and everybody's helper, was given a T-Shirt signed by all the boats in the marina. Paula from *Sea Hope* was given the drumstick for her work on organizing the tickets for 300 people. Phil from *Sea Mint* handled the huge chore of moving the people, and the food, from every point in Mazatlan. In all, more than 50 cruisers helped pull off this enormous event.

It was also nice to think that the spirit of the season went beyond the cruising community. There was a lot of food left over and it was delivered warm to the local orphanage. In addition to the trays of sliced turkey, stuffing, gravy and all the other fixings, the kids were totally overwhelmed by a 25-pound cooked turkey that had not yet been carved.

Plans are already underway for next year's event. Dick Markie, the marine manager has assured me that they will once again buy the turkeys for all the Cruisers in 1997.

— sandy wilkins
Sirius, marina mazatlan

Additional Note: Thanksgiving is not the only great things happen at Marina Mazatlan. On December 10, doctors from Sharp Hospital visited the Marina and gave general check-ups to cruisers. Blood pressure, eye exams and physicals and... the whole thing was free! On Friday, we were invited to a special tour of the hospital, where additional blood work was arranged for those who requested it.

Sharp Hospital is a brand new hospital with excellent facilities. Several cruisers have stayed at the hospital for various reasons (including surgery) and given them the 'thumbs up' for all cruisers visiting Mazatlan. What a great way for Marina Mazatlan to say welcome to all cruisers!

Some Like It Hot!



LATITUDE/ANDY

Yes! Rich and 'Dallas' Lambert of 'Eagle's Pride' definitely like it hot!

- 145) **Wingstar** / Fraser 51 Cutter / Keith & Stella / Vancouver, BC.
- 146) **Zephyr** / Cape Dory 36 / Stephen Susan & Eric / SF.
- 147) **Julie Marie II** / Varco 46 / James, Ann, et al / Victoria, BC.
- 148) **Northern Summit** / Folkes 39 / Albert & Terry / Ladysth, BC.
- 149) **Arctic Dream** / Hans Chr. / Allen J. Bope / Soldotna, AK.
- 150) **Tsonoqua II** / Maple Leaf 48 / Norm & Rob / Vancouver, B.C.

- 151) **Gone** / Morgan O/I 41 / Terry & Jerry / Bozeman, MT.
- 152) **Ti Ama** / Chy Lee 35 / Colin, Bev, Natasha, & Julian / Van. BC.
- 153) **Krystal Ki** / Cross 33 Trimaran / Bill, Jennifer & Dave / Seattle.
- 154) **Promise** / Sail 49 / Robert, Lyn, Pat & Paul / SF.
- 155) ***Rumba** / Hunter 405 / Gary, Dave & Nicole / SF.
- 156) **Bristol** / Cooper 42 / Gunnar, Teresa & Dana / SF.
- 157) **Spirit of Sydney** / 65' Kth / Frank, Carole, et al / San Diego
- 158) **Aquaventure** / Westsail 32 / Eric & Virginia / Portland, OR.
- 159) **Illusions** / Cascade 36 / John & Shelly / Portland, OR.
- 160) **Rovia** / 42 Prsn / John, Sheila, Phil, Graham & Julie / Ptland.
- 161) **Free Spirit** / 33 Newport / Dave & Georgia / Portland, OR.
- 162) **Arctic Tern** / 39 Hughes / Richard & Diane / Columbia, WA.
- 163) **Bertie** / 40 Spray Yawl / Peter & Heidi / Sausalito, CA.
- 164) **Careta** / Tartan 42 / Merle Sullivan & Ann Strode / Seattle.
- 165) **Sea Wind** / Hans Chr. 38 / Fred, Andrew, Helen & Ben / SF.
- 166) **Illahoe** / Ocean 40 Trawler / Wayne & Cher Hill / Seattle, WA.
- 167) **Sirius Endeavor** / Endvr 43 / Don, Elle, Terry, Erin / San D.
- 168) **Brass Ring** / Vagabond 47 / Phil & Judie / Port Orchard, WA.
- 169) **Brisa Del Mar** / Beneteau 43 / Bob & Betsy / Santa Cruz, CA.
- 170) **Longreach II** / Formosa 41 / Brand & Janet Jenkins / Vic., B.C.
- 173) **Autumn Wine** / Brent Swain 36 / John & Janet / Comax, BC.
- 174) **Sonrisa** / 38 Custom / Juancarlos, Major & Rachael.
- 175) **Second Wind** / 38 Cstm / David, Doug & Greg / Monterey, CA.
- 176) ***Aibonito** / C&C 48 / Ron, Bobbi, Joan, John / La Cnnr, WA.
- 177) **Scrimshaw** / Sequin 46 / Jack & Robyn, Joan & John / Nwpt.
- 178) **Whisper** / Islander 40 / Chuck & Joan Cheffer / San Diego.
- 179) **Yellowbird** / Morgan 46 / Tom & Celeste Murray / San Diego.
- 180) **Mimosa** / Passport 47 / Mike Dion & Dar Rice / Austin, TX

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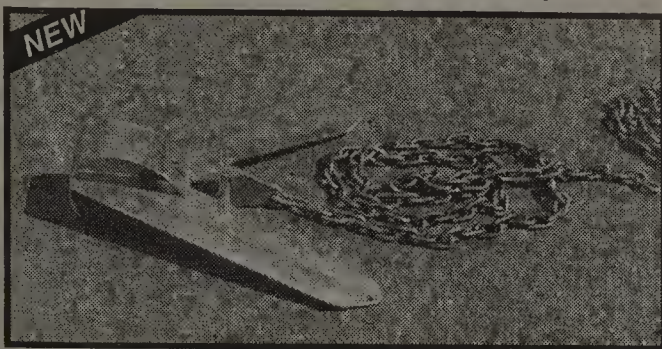
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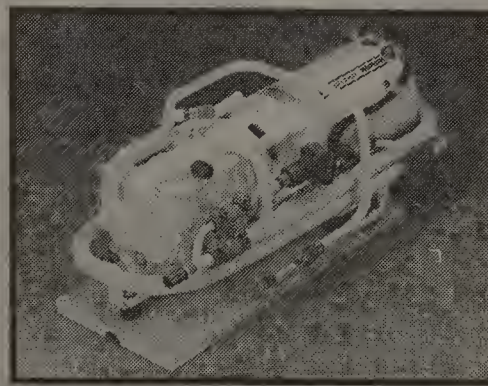
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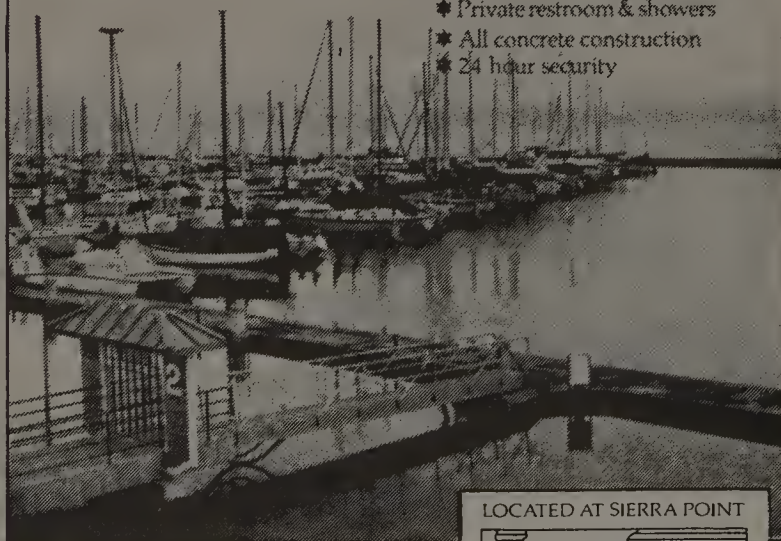
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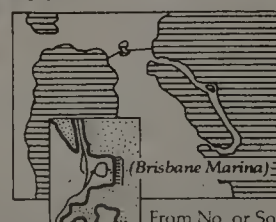
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1997 CREW LIST —

We were listening to some radio station the other day and they asked the following trivia question: "What is the most successful pickup line women use on men?"

We were in the car, so didn't get to be caller number nine and have a chance at those nifty movie passes, but we sure racked our brains trying to come up with the answer. Being extremely studly superstar love-god writer/sailors, we have of course tried. . . er, we

thinking: how 'persecuted' can women be if all they have to do is say 'hi' to get what men will suffer years of embarrassment and rejection for — and still not get?

This is probably at the root of why more men than women go berserk with automatic weapons.

And it doesn't just work for those carnal needs. It's been our experience — back us up on this, guys — that women can get quite a lot of things with a friendly 'Hi' and a smile. How do you think water bottles get changed around the office here? How do you think strange noises get checked in the female employees' cars? What's that? You think *they* do it? Ha ha ha ha ha!

The difference between sailing and such blatant reverse sexism is that in sailing, you can get what you want without having to endure endless soul-maiming rejections. Racing, cruising, daysailing, chartering, boat-swapping — It's all out there happening virtually every weekend of the year. And as you're about to find out, expanding your sailing horizons to include one or more of those categories is these days as easy as picking up the phone. All you have to do is take part in the 1997 Crew List on these pages.

Latitude's Crew List has been around so long that nonparticipation is now being blamed for the extinction of the dinosaurs. It was basically dreamt up to eliminate the hassles and hit-and-miss methods of crew and skippers traditionally employed to find each other. And it seems to have worked pretty well over the years. We continue to get (and encourage) Crew List stories from people who have gone on to memorable charters, globe-girdling cruises, winning racing seasons — and even marriage.

For newcomers, here's how it works. Just peruse the forms on the next few pages for the sailing situation(s) that appeal to you most. Then fill out the form, send it in with the appropriate fee, and we will



I AM/WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE/SIZE _____

I/WE PLAN TO RACE: (check as many as apply)

- | | |
|---|---|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 1997 TransPac | d) _____ Specialty Events and/
or occasional YRA |
| 5) _____ Coastal Race(s) | e) _____ Beer Cans |
| 6) _____ Mexico Race(s) | f) _____ Anything & everything |
| 7) _____ Baja Ha-Ha Cruiser's
Rally (Nov.) | |
| 8) Other _____ | |

I/WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one **full** season of racing experience
- 3) _____ With more than three years experience
- 4) _____ Willing to do occasional maintenance/repairs
- 5) _____ Willing to do occasional lunches/galley duty

I/WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form to and \$1 to: Racing Crew List, 15 Locust Ave.,
Mill Valley, CA 94941 by **FEBRUARY 15, 1997.**

mean heard. . . all the come-on lines. But one by one, callers named every one we could remember — and they were all rejected. We got so curious that when we reached our destination we sat in the parking lot with the radio going until somebody got the answer.

And the answer was. . . "Hi."

"Ain't that the truth?" we said out loud. And then we got to



HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM/ WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay, but leave
any kids home
- 4) _____ Kids okay as long as you can control them

Mail completed forms and \$1 to: Daysailing Crew List,
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1997.**

ANY WAY YOU WANT IT

publish it in one of two spring issues. The Racing Crew List appears in March, and the Cruising, Daysailing, Co-Chartering and Boat-Swapping Crew List appears in the April issue. In both cases, your

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS



NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM/ WE ARE:

(check as many as apply)

- | | |
|--|---|
| 1) _____ Single | 4) _____ Would like to bring kids |
| 2) _____ Couple | 5) _____ Going sailing to escape the kids |
| 3) A group of _____ (state number) friends interested in sailing | |

Mail completed forms and \$1 to: Daysailing Crew List,
15 Locust Ave., Mill Valley, CA 94941 by MARCH 15, 1997.

name will appear along with a short synopsis of your desires and skills, and a contact number. When the issue hits the streets, you can immediately start calling those whose needs best complement yours. They'll likely be doing the same, of course, which means you'll be getting phone calls, too. Many Crew Listees end up facing the pleasant dilemma of having to pick and choose between various boats or crew with which to sail. And we're not kidding about getting called. A few years ago, we interviewed a woman whose participation in two Crew Lists resulted in more than 100 responses.

Which is as good a place as any to wave our usual caution flags. Regarding women and the Crew List, we suggest first names only, and that you do not use a home phone number as a contact. Instead, use a P.O. box, email, fax number, answering service or some other indirect means of being contacted.

As for the rest of you, we probably don't have to remind you that sailing is an inherently risky undertaking. But we're reminding you anyway. And not to sound like broken CDs, but we also have to remind you that this Crew List Advertising Supplement is for informational purposes only. *Latitude 38* neither makes nor implies any warranty, guarantee or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

Ready to rock and roll? Good on ya. Here are a few final tips and, continuing with our theme, a few final differences between going sailing and getting picked up by babes.

• *Little or no experience is not a disadvantage.* How many of you went through years of schooling only to land a position that required you to learn everything over from scratch? It's the same with many

I/WE WANT TO CREW ON A RACING BOAT



NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I/WE WANT TO RACE:

(check as many as apply)

- | | |
|------------------------------|-------------------------------|
| 1) _____ San Francisco Bay | 4) _____ 1997 Pacific Cup |
| 2) _____ Monterey/Santa Cruz | 5) _____ Coastal Race(s) |
| 3) _____ Ocean Races | 6) _____ to Mexico (November) |

I/WE PREFER:

- | | |
|---|---------------------|
| 1) _____ Boats under 30 feet | 4) _____ Dinghies |
| 2) _____ Boats over 30 feet | 5) _____ Multihulls |
| 3) _____ Specific class or design _____ | |

MY/OUR EXPERIENCE IS:

(Check at least one from each column)

- | | |
|-------------------|--|
| 1) _____ None | a) _____ Less than one full season |
| 2) _____ A Little | b) _____ Little or no racing, but lots of cruising and/or daysailing |
| 3) _____ Moderate | c) _____ I have out-of-area racing experience, but am unfamiliar with local conditions |
| 4) _____ Mucho | d) _____ One or two full local seasons |
| | e) _____ One or two long-distance ocean races |
| | f) _____ Years of Bay and ocean racing |
| | g) _____ Other pertinent experience: _____ |

I/WE WILL:

(check as many as apply)

- | |
|--|
| 1) _____ Help with the bottom, do maintenance — anything! |
| 2) _____ Play boat administrator, go-fer |
| 3) _____ Go to the masthead to retrieve the halyard at sea |
| 4) _____ Navigate, I've got lots of experience |
| 5) _____ Do foredeck, I've got lots of experience |
| 6) _____ Do grinding, I've got muscle |
| 7) _____ Do lunches/provisioning |

Mail completed form and \$5 to: Racing Crew List, 15 Locust Ave.,
Mill Valley, CA 94941 by FEBRUARY 15, 1997.

boats. While an experienced hand will always find a spot, many skippers prefer at least one or two less experienced crew who are much less apt to question his decisions — and much easier to teach how to do things the skipper's way.

• *Honesty.* Inflating your qualifications or skill level will come back to bite you — or someone else because of you — so don't do it. Besides, there's nothing more obvious to a crew who knows what

1997 CREW LIST —



I AM/WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY/OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know more about offshore navigation than just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: a) Spanish, b) Other: _____
- 8) _____ Other skills (woodworking, scuba, etc.) _____
- 9) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) _____ Look good in a bikini/speedo/birthday suit
- 11) _____ Understand and appreciate Nietzsche.

Mail completed form and \$1 to: *Cruising Crew List, 15 Locust Ave.,
Mill Valley, CA 94941 by MARCH 15, 1997.*

they're talking about than someone who doesn't. We once had a conversation with a guy so full of beans he actually referred to the Whitbread Round the World Race as the "White Bread", then mispronounced the name of the boat he supposedly sailed in a couple legs of it — a boat that, need we say, never even participated.

• *Be realistic about the commitment.* Sailing takes time. Even a simple daysail can eat up a whole day before you know it (the 'time flies when you're having fun' principle in action). Cruising and chartering are obviously 24-hour-a-day deals, but perhaps the most time-intensive type of sailing you can do is racing. Racing goes on under various auspices virtually every weekend during the summer, with sometimes four or more events going on on the Bay during a single weekend. Whatever schedule the boat on which you choose to sail has set up, you'll likely be expected to show up in working order every racing day. For many boats, crew duties also include practice



I/WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I/WE WANT TO CRUISE:

(check as many as apply)

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta | 7) _____ Caribbean |
| 2) _____ Monterey Bay | 8) _____ Mediterranean |
| 3) _____ Southern California | 9) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 10) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |

I/WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration
- 3) _____ Elbow grease for bottom work, varnishing and other upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo/birthday suit
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

Mail completed form and \$5 to: *Cruising Crew List, 15 Locust Ave.,
Mill Valley, CA 94941 by MARCH 15, 1997.*

days and activities such as at-the-dock maintenance and help during haulout.

• *Be realistic about our deadlines.* To put March's Racing Crew List together, we must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. All forms should be mailed to 15 Locust Ave., Mill Valley, CA 94941. (Not to our old Sausalito post

I/WE WANT TO CO-CHARTER



NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring, summer, fall, winter) _____ of 1997.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30 to 40 feet) boat with one or two other people
- 7) _____ A medium (40 to 50 feet) boat with four to six other people
- 8) _____ A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other _____ |
| 5) _____ Hawaii | |

Mail completed form and \$1 to Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1997.**

I/WE WANT TO BOAT SWAP



NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT FROM PHONE: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the _____ area.

I/we would like to cruise this area for about _____ weeks in the month of _____, 1997.

Mail completed form and \$1 to: Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 1997.**

office box.) The correct address is also printed on each form.

• *One person per form, please* — unless you are offering your services or skills as a couple and don't wish to be considered individually. If you need more forms, just make copies of these.

• *Advertising fees.* If the advertising fees printed at the bottom of each form aren't included when you mail them to us, your form goes up in smoke in a pagan ritual and demons will haunt your dreams into eternity. So don't mess with this rule. If that print is just too darn small to read, those prices are \$1 for boat owners and \$5 for everyone else.

• *Women.* As mentioned, women crew Listees should use first names only and, when possible, some method of screening responses. We have been told by several women that they still get occasional calls years after having taken part in a Crew List.

• *Crew List party.* The people who participate in our Crew List get into our Crew List party free. Everyone else can come, too, but they have to pay to get in. The parties will be held sometime in April at a yet-to-be-determined yacht club (we'll have more about the party in the March and April issues). The Crew List party is an ideal neutral ground at which to meet new crew and/or skippers, and also a good place to find a skipper or crew if you have not done so by then.

Oh, and for you guys: the final big difference between sailing and that other thing is that when a woman walks up to you at the Crew Party, smiles and says "Hi", chances are she's after your boat, not your bod.

— **latitude/jr**

RYC SMALL BOAT MIDWINTERS

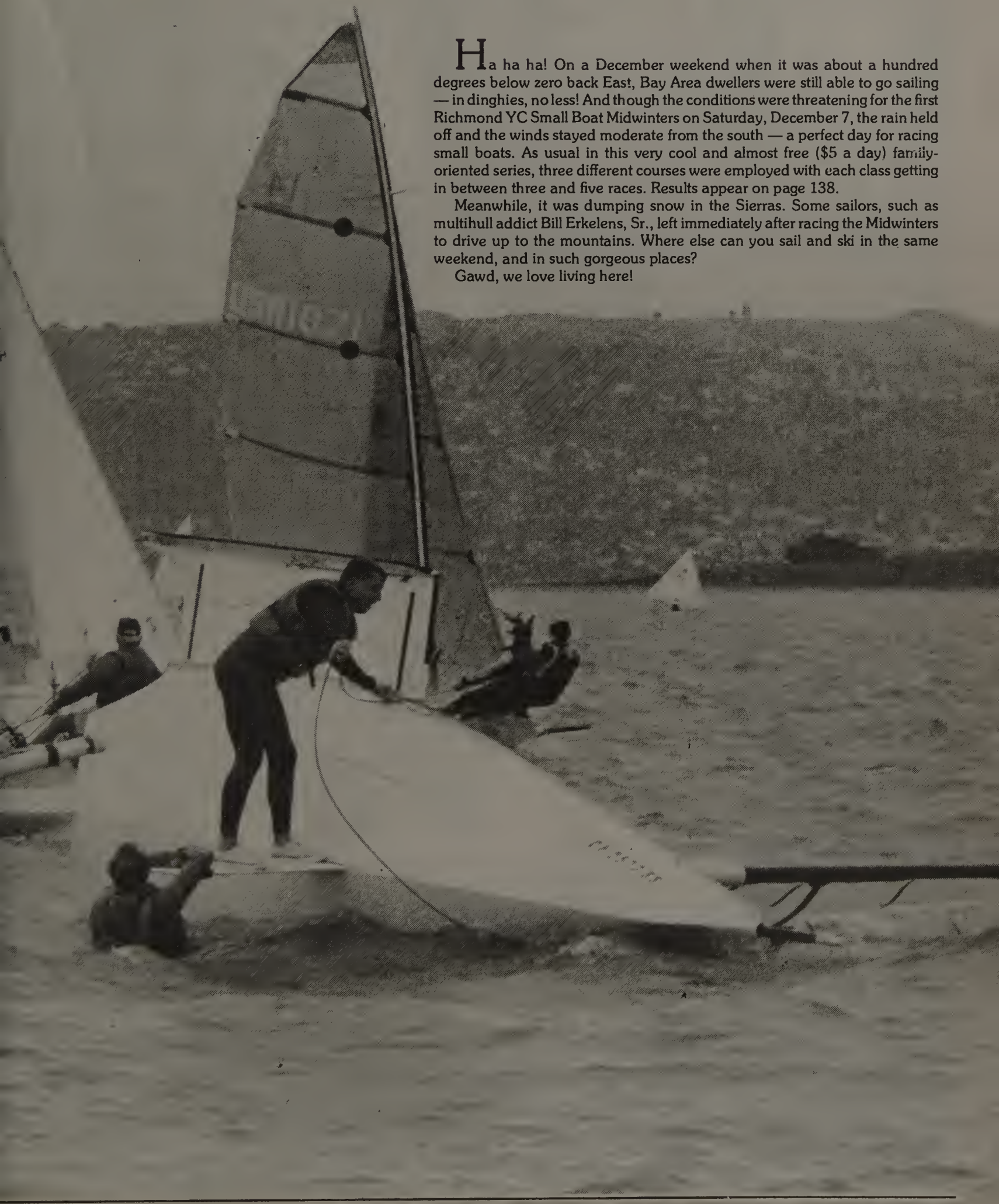


IT'S A WONDERFUL LIFE

Ha ha ha! On a December weekend when it was about a hundred degrees below zero back East, Bay Area dwellers were still able to go sailing — in dinghies, no less! And though the conditions were threatening for the first Richmond YC Small Boat Midwinters on Saturday, December 7, the rain held off and the winds stayed moderate from the south — a perfect day for racing small boats. As usual in this very cool and almost free (\$5 a day) family-oriented series, three different courses were employed with each class getting in between three and five races. Results appear on page 138.

Meanwhile, it was dumping snow in the Sierras. Some sailors, such as multihull addict Bill Erkelens, Sr., left immediately after racing the Midwinters to drive up to the mountains. Where else can you sail and ski in the same weekend, and in such gorgeous places?

Gawd, we love living here!





RYC SMALL BOAT MIDWINTERS

EL TORO, SR. — 1) Will Paxton; 2) Gordy Nash; 3) Hank Jotz; 4) Jim Warfield; 5) Tom Burden; 6) Fred Paxton; 7) Bob Hrubes; 8) Chris Nash; 9) John Amen; 10) Jonathan Livingston. (18 boats)

EL TORO, JR. — 1) Sarah Blad; 2) Brad Nieuwstad; 3) Rob Horne; 4) Tim Armstrong. (8 boats)

BYTE — 1) Deidre Hardiman; 2) Tony Johnson; 3) Judy Yamaguchi. (6 boats)

JY-15 — 1) Ken Wilson; 2) Andy Keane. (3 boats)

SNIPE — 1) Doug Howson; 2) Shawn Bennett; 3) David Odell. (8 boats)

INTERNATIONAL 14 — 1) Alan Laffin; 2) Rand Arnold; 3) Dave Klipfel; 4) Kurt Schmidt; 5) Steve & Eric Baumhoff. (11 boats)

WYLIE WABBIT — 1) Bill Gardner; 2) Jim Malloy; 3) Colin Moore. (7 boats)

505 — 1) Miller/Heckman; 2) Andreasen/Hopkins; 3) Edwards/Shelton; 4) Collins/Richards. (8 boats)

HOLDER 20 — 1) Willis Kroepelin; 2) David Albright; 3) (tie) Larry Nelson & K.C. Odencrantz. (5 boats)

CAL 20 — 1) (tie) Bren Meyer, Mike Schaumburg & David Green; 4) Howard Martin. (7 boats)

SUNFISH — 1) Bob Cronin; 2) Byron Jonk. (4 boats)

LASER II — 1) Rufus Sjoberg; 2) Chad Freitas; 3) Mandy Rettiger; 4) Simon Bell. (8 boats)

DAYSAILER — 1) Vince Lyddane; 2) Dave Mis-



The crew of the Holder 20 'Phoenix Rising' had reason to smile — three bullets!

unas; 3) Mark Gaffner. (6 boats)

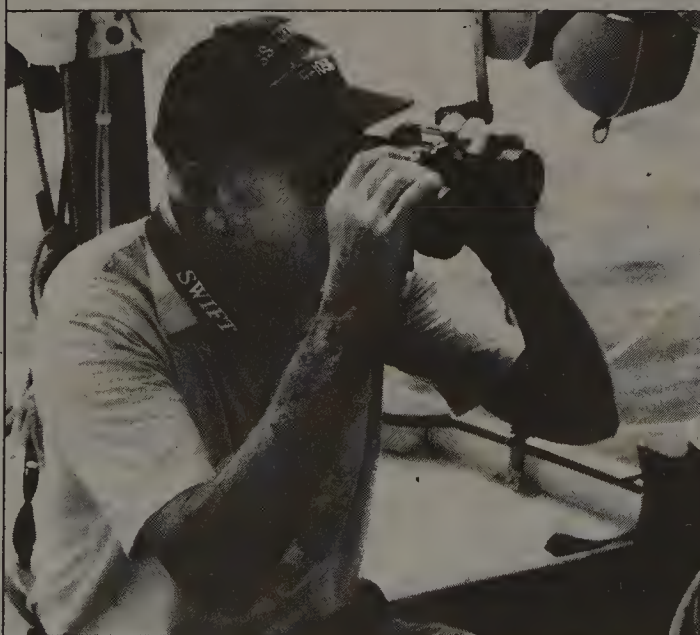
LASER — 1) Andrew Holdsworth; 2) Steve Kelley; 3) Chuck Asper; 4) Jonathan Howell; 5) Gerry Swinton; 6) Russ Klein. (35 boats)

49'ER — 1) George Pedrick; 2) Jim Maloney. (5 boats)

PORTSMOUTH — 1) Dave Hodges, WylieCat 17; 2) Bruce Arnold, Lightning; 3) Mickey Fawsett, Coronado 15; 4) Mike Molina, Lightning; 5) Michael Epperson, O'Day 192. (11 boats)

MULTIHULL — 1) Bill & Marie Erkelens, Tornado. (2 boats)

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take our word for it, listen to what these world class sailors have to say about **Sailkote**: "Sailkote was one of the main ingredients in the success of our 1996 J/24 campaign. We coated nearly everything on the boat including the entire mast and mainsail track, spreader tips, genoa, forestay, mainsail, all blocks and travelers." Chris Larson (1996 J/24 World Champion). "During the 1995 America's Cup, "Young America" was coated from her masthead instruments right down to the bottom of her keel. At the "Young America" compound we had literally hundreds of uses for Team McLube's Sailkote!" John Marshall (President of PACT 95). So give **Sailkote** a try, like PACT 2000 in their quest to regain the America's Cup, you'll be convinced that no boat should be sailing without it. **Sailkote** is available at all **West Marine** distributors coast to coast. Or call 1-888 TEAM MCLUBE.



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SEASON CHAMPIONS, PART III —



"As long as you're going to think, think big." — Donald Trump

Happy New Year (fireworks, champagne, applause)! With only 360 shopping days until Xmas, let's get right to the third and final installment of our Bay Area 1996 season sailing champions, a truly eclectic bunch this time around. As you'll soon see, not even Sizzler can offer such a tasty smorgasbord of dinghy sailors, woody warriors,

old guys, young dudes, you name it. Heck, we threw in an Olympic medalist for good measure. We were on such a roll, we were even going to include an interview with Kathy Ireland. Unfortunately, she doesn't sail and wouldn't talk to us.

We doff our cardboard party hats, tweet our whistles, kiss the nearest babe and raise our glass to each and every one of these champions, as well as all the other winners mentioned below that we didn't profile this time around. Hey, maybe next year?

And speaking of which, why not make one of your New Year's resolutions to win your class next year? Think big, and all sorts of great things will follow.

Pass the bubbly. . .

— *latitude/rkm*

WBRA:

BIRD — 1) **Grey Goose**, Jock MacLean, SFYC; 2) **Skylark**, Peter Brosig/Jane Hook, SYC; 3) **Kookaburra**, C. Kays, CalSC. (7 entered; 7 qual.)
FOLKBOAT — 1) **Thea**, Tom Reed, IYC; 2)

THE GRAND FINALE



Gathering of the Toro gods (left to right) — Hank Jotz, Jonathan Livingston, Chris Nash, Jim DeWitt, Bob Hrubes, Tom Burden, John Amen, and Fred Paxton. Photo 'latitude'/rob.

Galante, Otto Schreier, TYC; 3) Polperro, Peter Jeal, BVBC. (6 entered; 5 qualified)

IOD — 1) #100, Tad Lacey & Evan Dailey, etc., SFYC; 2) Prophet, Jim Hennefer/Henry Mettier, StFYC; 3) Hecate, Dennis Jermalne, GGYC. (10 entered; 4 qualified)

SBRA:

EL TORO, SR. — 1) Jim Warfield, StkSC; 2) Tom

Burden, FSC; 3) John Amen, RYC. (7 qualifiers)
SUNFISH — 1) Bob Cronin, DSC; 2) Byron Jonk, UASC. (6 qualifiers)
INT. 14 — 1) Andrew Bates, RYC; 2) Larry Craig, RYC. (6 qualifiers)
LIGHTNING — 1) Mike Molina, RYC. (0 qualifiers)
FIREBALL — 1) Allison Jolly, Fresno YC. (0 qual.)
LASER — 1) Chad Freitas, RYC. (5 qualifiers)
FJ — 1) John Aitken, StFYC. (2 qualifiers)

DAYSAILER — 1) Len Flock, SCYC. (5 qualifiers)
LASER II — 1) Rufus Sjoberg/Jason Martin, RYC. (5 qualifiers)
WYLIE WABBIT — 1) Colin Moore, RYC. (5 qual.)
CONTENDER — 1) Gil Wooley, SCYC. (0 qual.)
CAL 20 — 1) Hester Burn-Callander, RYC. (3 qual.)
THISTLE — 1) Ron Smith, IYC. (3 qualifiers)
INT. CANOE — 1) Dawn Miller, RYC. (5 qual.)
505 — 1) Jeff Miller/Bruce Heckman, RYC. (5 qualifiers)
JY-15 — 1) Barbara Ouellet, LMSC. (5 qualifiers)

SEASON CHAMPIONS, PART III —

**WBRA
Knarr
Sequoia II**



**Chris Perkins
St. Francis YC**

Despite switching boats last summer, Chris Perkins took his third straight Knarr title in three attempts. Sailing with main man Matt Ciesicki, girlfriend Brooke Hally, boat owner Hans Baldauf and alternate Graeme Green, Perkins amassed a huge lead by mid-season and then coasted down the stretch. "Some of our main competition — Larry Drew, Jim Skaar, Knud Wibroe — stumbled early on, which took some of the pressure off us," said Chris, who is now the director of finance at Charles Schwab.

Perkins has been studying these quirky boats for 20 years, and has been involved in six different Knarr campaigns. "You have to pay your dues — this isn't a drop-in class," he claimed. "Boats like this take years to develop the feel. Each one is different; there aren't any tuning guides. I've seen some great sailors get chewed up in this fleet."

Sequoia II, a '61 Danish woody, was an unknown quantity before this season. "I'd been bugging Hans for years to come race, and he finally agreed," explained Chris, the Knarr fleet Vice Admiral as well as a director of StFYC. "We spent four days doing the bottom, put more rake in the mast, and bought new North sails. Then we went racing, and were pleasantly surprised to do so well."

Next year, Chris plans to race *Sequoia II* again, as well as his perennially victorious J/35 *Major Damage* and the J/24 *Pobody's Perfect*. Presently, he's planning to skip the IKCs in Denmark in favor of doing his second TransPac on *Gone With the Wind*.

2) Huldra, Jim Skaar, CYC; 3) Snaps III, Knud Wibroe, SFYC. (24 entered; 16 qualified)

**WBRA
Bear
Chance**



**Glenn Treser
Aeolian YC**

Retirement obviously agrees with Daly City's Glenn Treser, a hydrographic and photogramatric surveyor up until last year. Between trips to Europe and Hawaii, swimming every day, bike riding and skiing, Glenn decided to "bear down" a little bit more on sailboat racing. He had *Chance's* sails recut, jiggled the mast and the ballast around, went out for his 21st season in a row — and, *viola*, he won in a landslide!

"It's always a thrill to beat Scotty and Steve (Robertson)," said Treser, who previously won in '87 and '90. "They've been at it even longer than me!" Glenn was quick to share the victory with his crew: 12-year vet Pat Tami, Dan Condon and Ansel Wetersten. "I had the best crew anyone could ask for. They wanted to win so badly, I actually had to calm them down a lot of times!"

Treser's first boat was a 20-foot plywood Caranita, which he quickly outgrew. "I sailed on a Bear in the Vallejo Race in the mid-'70s and fell in love with them. I bought *Chance* a few weeks later." The boat had a checkered past: built as hull #47 in 1946 by the Nunes Brothers, it began life at Lake Tahoe equipped with an inboard engine. In the mid-'60s, it caught fire and sank on its mooring off Coyote Point. The next owner bought it for \$25 on the "chance" that it was restorable.

The highlight of Treser's summer was winning the windy Woody Regatta. "We had the boat going ballistic! It was the ride of a lifetime," recalled Glenn, who noted that the Bear class is actually growing, albeit slowly.

2) Little Dipper, Joe Bambara, GGYC; 3) Trigger, Scott Cauchois, SFYC. (8 ent.; 4 qual.)

**SBRA
Byte
#1121**



**Gail Yando
Richmond YC**

"Michele Logan is actually faster, but I went to more of the races," said Gail Yando, who was pleased to win her first Byte season championship in three tries. "I have a pretty stressful job (as a nurse in San Francisco), so I look forward to sailing at every opportunity. I find being out on the water, and even racing, to be quite relaxing."

Yando, who lives in Point Richmond with canoe sailor Del Olsen, had another reason to make all the races: she was the '96 president of SBRA. "It was actually a difficult year for us," she confessed. "The organization is in transition, and we're downsizing due to lack of volunteers. Next year, the yacht clubs and fleets will be taking over many of SBRA's traditional functions."

SBRA's role may be shrinking, but individual classes such as the Bytes are growing. "There are about 25 Bytes in the Bay Area now," said Gail. "They're the perfect boat for women and small guys — affordable, cartop-able, lively and fun to sail. I'd never want to own a big boat again." (In a "former life", Gail and her ex-husband built a Westsail 42 and cruised the West Coast and Hawaii.)

Yando, who grew up powerboating on the Great Lakes, began racing just six years ago. "I started in El Toros," she said. "Jim DeWitt, among others, was really supportive. I still enjoy sailing the Toro, and hope to make the Nationals next summer in Hawaii." As part of her own learning process, Gail co-founded and still organizes the RYC Women's Dinghy Clinic, now in its fifth year.

2) Michele Logan, RYC; 3) Deidre Hardiman, RYC. (6 qualifiers)

**SBRA
El Toro, Jr.
GoJo**



**Joey Pasquali
Santa Cruz YC**

Thirteen-year-old Joey Pasquali of Santa Cruz capped off a successful summer of El Toro racing — including a convincing overall win in SBRA — by prevailing at the Junior Nationals up at Oak Harbor, WA, in August. "It was really close," recalled the poised eighth grader. "I think there were 21 boats and I won by just half a point." His accomplishments and cheerful attitude didn't go unnoticed, as Joey was recently named "Junior Yachtsman of the Year" at SCYC.

Joey has been sailing since he was eight, mostly on GoJo, his trusty Speed Sailing fiberglass El Toro. "I think it's the same age I am," said Pasquali. "But it's still light and I've got a nice Jotz sail." Joey's dad Richard, who owns the SC 27 *Interlude* ("I prefer dinghies," stated Joey), also built a carbon mast and other go-fast parts for GoJo.

A product of the SCYC and UCSC sailing programs, Joey lists Fred Molnar, Phil Vandenberg, Patrick Andreasen, Morgan Larson and, of course, his parents as the main influences on his brief but bright sailing career. Lately, he and buddy Patrick Diola have been campaigning *Da Bomb*, Diola's ancient Laser II. "We're hoping to upgrade to a newer boat soon," claimed Joey, who has also begun team racing in FJs with a local high school program.

Pasquali, whose favorite subject in school is science, also enjoys surfing, skim boarding, snow boarding, skiing and fishing. "But sailing is by far my favorite sport," he said. "It's way above the others!"

2) Abby Swann, RYC; 3) Robbie Horne, SCYC. (10 qualified)

**SBRA
Snipe
#26104**



**Hall (left) & Bennett
Alamitos Bay YC**

Shawn Bennett, a former collegiate dinghy star at USC, and fiancée Debbie Hall moved to Berkeley from Southern California two years ago. The couple met at a North/South regatta, where Debbie was crewing on the UCLA sailing team. "We wanted to keep sailing dinghies, so the Snipe was a logical choice for us — it's a travelling fleet, the people are mellow, and it's the closest thing we could find to college sailing."

They bought their '86 McLaughlin boat about a year ago. "We're not the fastest boat out there, but we can hold our own at tactics and boathandling. We tend to do well locally despite being about 25 pounds underweight, but the longer the beats, the worse we do," said Bennett. "So far, we're getting clobbered when we sail down south — I think our mast is too stiff or something. These boats are more technical to sail than they look, and we don't have a lot of time to work on the boat or practice."

Shawn, a salesman for Sealand Corporation, grew up sailing Sabots in Long Beach. He soon developed into a sought-after bowman, earning his stripes on three Larry Harvey campaigns (*Cowboy*, *Babe Ruthless*, *Abba-Zaba-Jab*), the 50-footer circuit with Larry Klein, and West Coast distance races on various sleds. He also campaigned a Cal 20 with partner Mike Wooten, coming in third three times in the Nationals before finally winning it in '94.

Debbie, a PhD candidate at Berkeley in mechanical engineering, grew up in Orinda.

2) Charles & Elizabeth Heimler, LMSC; 3) Vince Casalaina/Julie Peterson, RYC. (7 qualified)

**NCYSA
Laser 'A'
#133870**



**Kimbal Hall
Richmond YC**

Once again, we asked Patrick Andreasen, the pied piper of NCYSA, to select a youth sailor worthy of profiling in these pages. His choice this year was 16-year-old Kimbal Hall of Alameda, who won the varsity Laser competition at both NCYSA regattas this summer (Sequoia YC and the West Marine Fun Regatta at Santa Cruz). "Kimbal's an up-and-coming sailor, as well as a really pleasant young man," said Patrick. "Keep an eye on him in the next few years."

Hall grew up sailing on various family boats (his parents own the for-sale Express 37 *Danville Express* and a Moore 24), and began racing El Toros at Richmond YC at age nine. He's been sailing Lasers three years now, and things are really beginning to click. "My size helps," admits Kimbal, who is 6'5" tall, 170 pounds and still growing. "But I'm sailing better now, too."

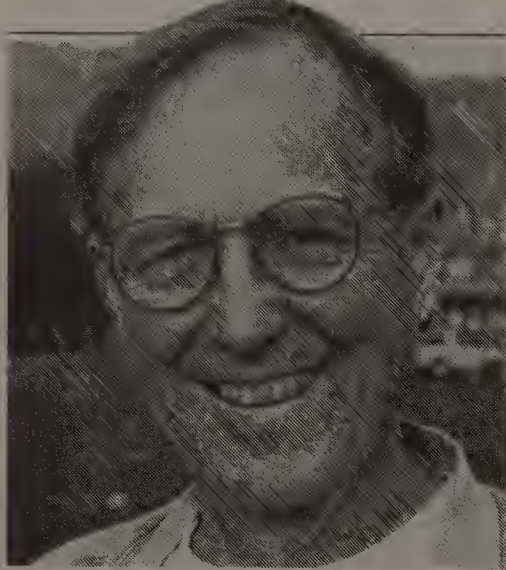
A junior at Marin Academy, Kimbal swims competitively on two teams during the week and then sails on the weekends. He's excited about being part of the new sailing team at his high school along with RYC buddies Jessica Amen and Dana Jones. "We just finished 8th overall out of 36 teams in our debut at the Anteater Regatta down in Newport Beach," noted Kimbal.

A highlight of Hall's summer was travelling to Hyannis, MA, for the Sears Cup. "Our RYC team finished fifth, and we had a great time!" said Kimbal, who lists Fred Paxton, Simon Bell, Patrick Andreasen and his parents as influential sailing instructors.

2) Dustin Radin; 3) Sharron Denning; 4) Brian Jenkins; 5) Matt Niccols. (9 boats)

SEASON CHAMPIONS, PART III

OYRA Cal 9.2 *Freewind*



Don Lessley
Richmond YC

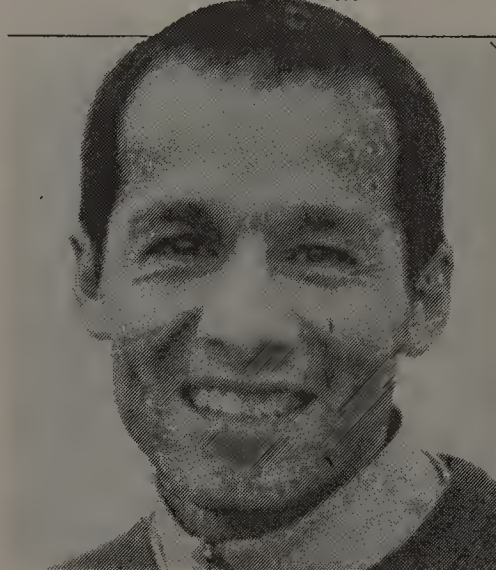
The first recipient of the new OYRA Sailor of the Year award was Novato's Don Lessley, who has campaigned two different Cal 9.2s named *Freewind* in the Gulf of the Farallones with his wife Betty for the past 17 years. A fixture on the 'midget ocean', *Freewind* has grabbed more than her share of trophies over the years, as well as finished 9th overall in the '94 Pacific Cup. "John Liebenberg (*Friday*) and I are the ranking senior citizens, I guess," joked Lessley, a recently retired senior bank appraiser.

A tireless volunteer, Lessley served as commodore of MORA for two years before stepping up to run OYRA in '93 and '94. His wife Betty followed in his footsteps, and is currently head of OYRA ("Why else would I have gotten this honor?" laughed Don). Under both Lessleys, the organization has forged a progressive path. OYRA now offers a winter seminar series, two challenging new races (Hard Day's Night and Ocean Bay-O), and many innovations, including two short-handed races, on the plate for next year.

Don grew up sailing dinghies (Blue Jays, El Toros, Snipes, FJs) in Northern California, and credits a Pacific tour of duty on the *USS Bataan*, courtesy of the U.S. Navy, with jumpstarting his lifelong love of the sea. "It's beautiful out there!" he said.

A big part of Don's enjoyment of ocean racing has been the folks he has sailed with. "Over 30 people have crewed for us over the years, notably Jeff and Kay Walker, and Rob Macfarlane," said Don. The Lessleys are currently considering moving up to a Cal 40, with The Big Cruise looming in the not-too-distant future.

SSS 30 Square Meter *Rumbleseat*



Bruce Schwab
Singlehanded SS

"Winning the SSS TransPac was a dream come true," claimed Bruce Schwab, longtime manager of the rigging shop at Svendsen's. "It was my biggest sailing accomplishment to date, and I'm glad I had the opportunity to do it. I'm still paying for it, but it was worth every penny!"

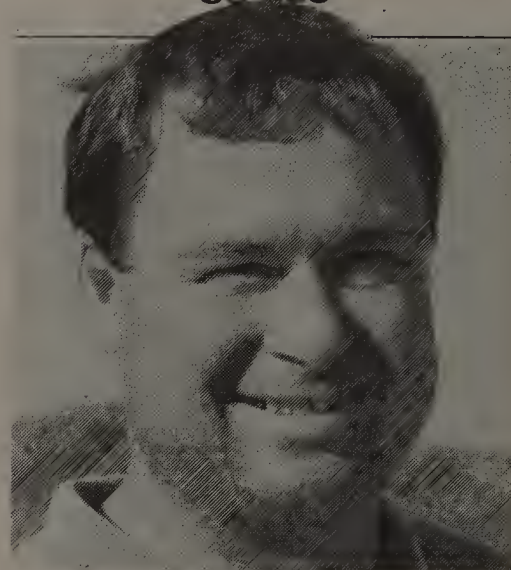
In addition to winning the heavily weighted TransPac, Schwab also took the SSS season overall. "Long, light and lean boats like *Rumbleseat* are the best for single-handing," stated Bruce, who meticulously restored his 1930 German-built woody over a 13-year time span. Schwab, an inveterate tinkerer, is presently modifying the boat again, this time for Bay racing. "It's basically a testbed for my design ideas," he claimed.

Bruce hopes to parlay his recent success at what he calls the "ocean chess game" into a navigator position on an offshore grand prix program. "Other SSS alumni like Stan Honey, Dan Newland and Mark Rudiger have done it," noted Bruce. "Maybe I can, too. But my most immediate fantasy is that someone will buy the *Azzura 310* and invite me along for the Doublehanded TransPac!"

In addition to sailing *Rumbleseat* and the *Azzura* next summer, Bruce is hooking up with fellow rigger JP Plumley to campaign the latter's Moore 24 *Umpqua*. "I've won my class in the Doublehanded Farallones eight times, but always lost overall to Moore 24s," said Bruce. "If you can't lick 'em, join 'em!"

Schwab, whose passions include bike racing and playing guitar, has been sailing all his life. When he was 13, his father took him and his brothers cruising for three years. "That's a whole other story!" he grinned.

'Sailor of the Year' Soling US 823



Jeff Madrigali
SFYC & StFYC

We saved the best for last: San Anselmo's Jeff Madrigali, a 40-year-old North Sails rep, had an awesome year. Along with Jim Barton and Kent Massey, Madro won just about every Soling regatta he entered — the Nationals, the NAs, SPORT, the Olympic Trials, etc. — en route to a hard-earned Olympic bronze medal. "It was probably my best year ever," said Madro. "I'm on to other things now, so our two Solings are for sale. But I may take another shot at the Olympics in 2000 — it should be even more competitive due to crossovers from the Star class."

In addition to his Soling campaign, Madro won the Citibank Spring Cup in 11:Metres, the SF Perpetual Match Race Cup over Dave Ullman in Express 37s, and the Kenwood Cup and Big Boat Series on *Sayonara*. He also found time to do two Mexican races on *Cheval*. "It was a really hectic year," he confessed. "These days I'm taking some time off from sailing to concentrate on business and spend time with my wife and kids."

However, Jeff's '97 calendar is filling up fast: Key West on the 1-D 48 *Leading Edge*, PV Race and TransPac on *Cheval*, four races on *Sayonara* (Montego Bay, Antigua, Spain, Sardinia), the Congressional Cup and the Mini America's Cup promotional regatta in New Zealand this spring. The latter two events will be with *America True*, the America's Cup syndicate he's now with.

Madro, who started sailing at age eight in the San Francisco YC junior program, was recently named SFYC Yachtsman of the Year. His Soling team was also just honored as the '96 U.S. Olympic Sailing Team of the Year for the second time ('94 was the other).



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In consideration of being admitted to membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with minimum equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, its member Association in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above named entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

YRA OFFICE USE ONLY:

ack _____ rating _____ check # _____ amt _____ race inst. _____

MAX EBB

"Of, course," I said into the phone. "I'd be delighted to give a talk to your calculus class."

How soon we forget. Five years ago I had volunteered to lecture about sailing theory to a middle-school science class — with the result that just about everything I thought I knew about aerodynamics had to be learned over again from scratch. And now the same teacher — and probably the same kids — were in advanced placement calculus at the high school in the same district. It would have been easy to come up with an excuse, if I had been thinking. But there I was, committing myself to another hour on stage in front of the toughest audience on earth.

On the other hand, lecturing to high school kids on an area of expertise — professional or otherwise — is one of the most satisfying things you can do. It helps the school, it's great for the kids to see 'outside' role models and, in this case, I imagined that I might even do something to promote sailing in the long run.

"Is this the same group of kids I had last time?" I asked my teacher friend.

"Oh no," she answered. "They're in eleventh grade now. These are all seniors."

I breathed a sigh of relief.

"Except for one or two really smart ones who finished our algebra and trig classes a year early. Don't know what we'll do with them next year. . ."

So this time, I planned a little more carefully. No oversimplified experiments, no dumbed-down explanations. I'd stick to an area I thought I knew pretty well: steering and directional stability. Center of gravity, center of resistance, and their relation to course-keeping and control. And just to make sure, I spent a few hours the night before boning up with Marchaj, Bethwaite, and Skene. I even cooked up a nice application of calculus, using the derivative to find the optimum size of a stabilizing skeg.

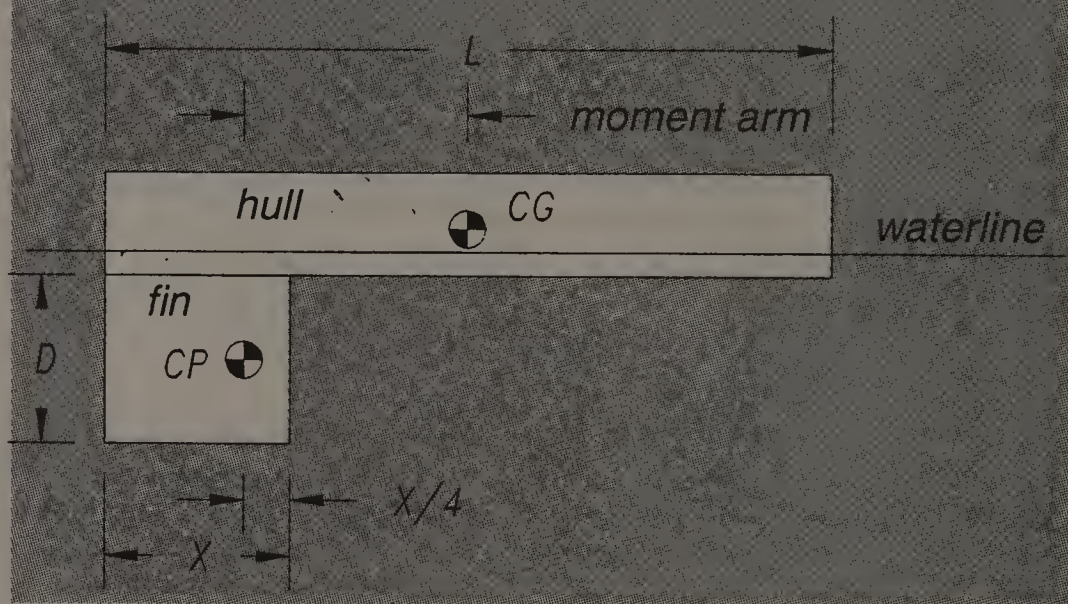
All the preparation work seemed to pay off. I opened with a discussion of the six degrees of freedom, defining the linear motions of heave, pitch and sway, and the angular motions yaw, pitch, and roll. Then I explained the various types of stability, using a bowl and a marble. Positive, neutral, negative, and how various vehicles could display different kinds of stability with respect to different degrees of freedom. So far so good.

Next was the relationship between center of gravity and center of lateral resistance. I had a badminton fly as an example of a stabilized object, and discussed arrows with and without feathers, and with and without weighted arrowheads. I drew examples of sailboats with various kinds of rudders on the blackboard. They were eating it up.

"And now a calculus problem," I announced to the class, noting that we only

Calculus Quiz: Find the value of X that maximizes the stabilizing moment from the fin.

Extra credit: is the boat directionally stable if $X=L$?



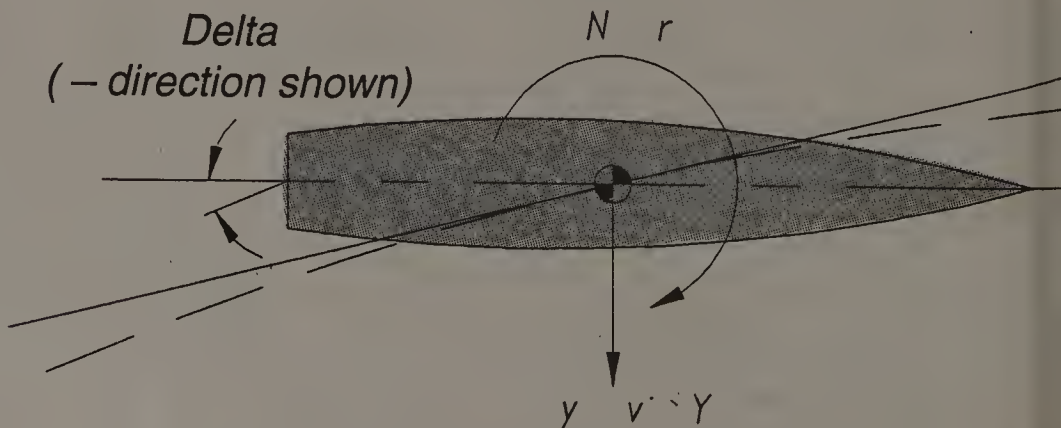
had 15 minutes left for what I had planned to do in the last 20.

"Let's say we have a boat of length ' L ', and we want to make it as directionally stable as possible. We want to operate it in water of depth ' D ', so ' D ' is the maximum draft or span of the fin. If the back of the fin is at the stern, how far forward should the leading edge be to produce the maximum stabilizing moment resisting yaw motion?"

I explained that the center of pressure

from a fin is only one-quarter of the chord length back from the leading edge, and that for our purposes we'd assume force is proportional to fin area.

The class had no trouble with this problem. They led me through the necessary steps on the blackboard, setting up the equation for area times moment arm, differentiating once, setting it equal to zero to find



the maximum, and solving for 'X' — in this case the position of the leading edge of the fin. It came out to a tidy one third of the length of the boat. But one hand was up, a girl who had been quiet through most of the talk so far. She looked kind of familiar, too. Was it the same kid who had given me so much trouble five years ago, shooting gaping logical holes through every one of my demonstrations of Bernoulli's principle? Or did she look a little like someone else I know?

"Go ahead, Heather," said the teacher.

Now I remembered her. Heather Helm was the know-it-all from that sixth grade science class. I could feel my pulse quicken and the perspiration start to flow.

"What if the length of the fin is more than two-thirds of the length of the boat?"

I drew the longer fin on the blackboard, almost the entire length of our hypothetical boat, and located the quarter-chord point. Now the center of fin pressure was well in front of the center of gravity of the vessel.

"This puts the center of pressure in front of the CG," she said, "so the boat would be unstable. But you drew sketches of boats with keels like that just a few minutes ago, and said they were very stable. Why is that?"

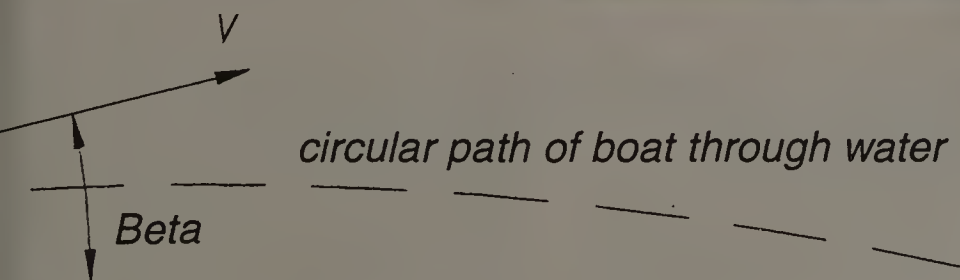
"With long keels or low-aspect-ratio foils," I explained, thinking I could handle this one without too much trouble, "the force is really quite a bit further back from the one-quarter point. It's more accurate to use the center of area for a keel this long."

"Okay," she said, "If the keel goes all the way to the bow, full-length, then wouldn't the boat have neutral stability?"

"Well, yes, I suppose so," I said uneasily.

"But old sailing ships look a lot like that, and they were very stable on course."

"Well, yes, but. . ."



Equations for Force and Movement

$$vY_v + rY_r + \delta Y_\delta - mVr \cos \beta = 0$$

$$vN_v + rN_r + \delta N_\delta = 0$$

Where:

V = vessel speed

v = transverse component of speed through water (+ to starboard)

r = yaw rate of vessel (+ clockwise)

β = yaw angle with respect to path through water (+ to starboard)

δ = rudder angle (+ to port)

Y = transverse force (+ to starboard)

N = moment (+ clockwise)

Y_v = partial derivative of Y with respect to v

N_v = partial derivative of N with respect to v

Non-dimensionalize by dividing force equation by $1/2 \rho V^2 L^2$ to get force coefficients, and moment equation by $1/2 \rho V^2 L^3$ to get moment coefficients (L = vessel length). For small angles, $\cos \beta = 1$.

All quantities are now in non-dimensional ratios.

$$vY_v + rY_r + \delta Y_\delta - m r = 0$$

$$vN_v + rN_r + \delta N_\delta = 0$$

Solve the moment equation for v , substitute into the force equation, and solve for r/δ :

$$r/\delta = (N_v Y_\delta - N_\delta Y_v) / (N_r Y_v - N_v (Y_r - m))$$

The denominator must be positive for a positive ratio between rudder angle and rate of turn.

Therefore the stability index $N_r Y_v - N_v (Y_r - m)$

must be greater than zero for the vessel to be directionally stable.

"And like, the center of gravity is aft of the middle on big ships, especially the more modern ones like clipper ships. So even by area, they should have been unstable to steer."

She had anticipated and shot down my next answer.

"Good question!" I said. "Can anybody in the class explain why a boat with a full-length keel is so easy to steer straight, even if the center of area is very close to the center of gravity?"

I looked at the clock again — only four minutes to go. I had no idea what the real answer to Heather's question was, but if I could just stall for time. . .

Heather's classmates must have known her too well to ruin her fun. They were stone silent. I glanced helplessly at the teacher, but all she could do was twitch her eyebrows a

little and suggest a shrug of her shoulders. I was on my own.

"The problem," Heather finally explained, "is that you're only considering one of the five terms of the stability index."

"Stability index?" I said, fearing the worst.

"There's yaw moment due to sway — that's what we've been looking at. But what about yaw moment due to yaw? A boat has to yaw to go off course, right? And like, what about sway force due to yaw? Or sway force due to sway? That's a 2x2 matrix, plus another term for centrifugal force. It really should be a 3x3, if we included heel. . ."

"Okay, okay," I had to concede. "It sounds like you've studied this in a little more detail than I have. How would you go about determining directional stability? And what's this about a 'stability index'?"

"All you do is just write the equations of motion for a boat that's turning, then solve the simultaneous differential equations for yaw and sway — they're only second-order linear so it's not hard — then see if the roots are positive or negative, real or imaginary."

I looked at the teacher again. she passed her hand quickly above her head, front to back, while she silently mouthed a 'vroom' sound. I interpreted this to mean "passing way over my head. . . good luck!" So I offered the chalk to Heather.

"All we have to do," she explained as she sketched out a plan view of a boat in a turn, "is sum up the side forces and sum up the turning moments. First the side forces — side force due to side motion, side force due to rotation, and side force due to the rudder. Oh, and the centrifugal force term. . ."

She started writing the equations, but one of her classmates had a question. He didn't bother with the formality of raising his hand to talk to his peer:

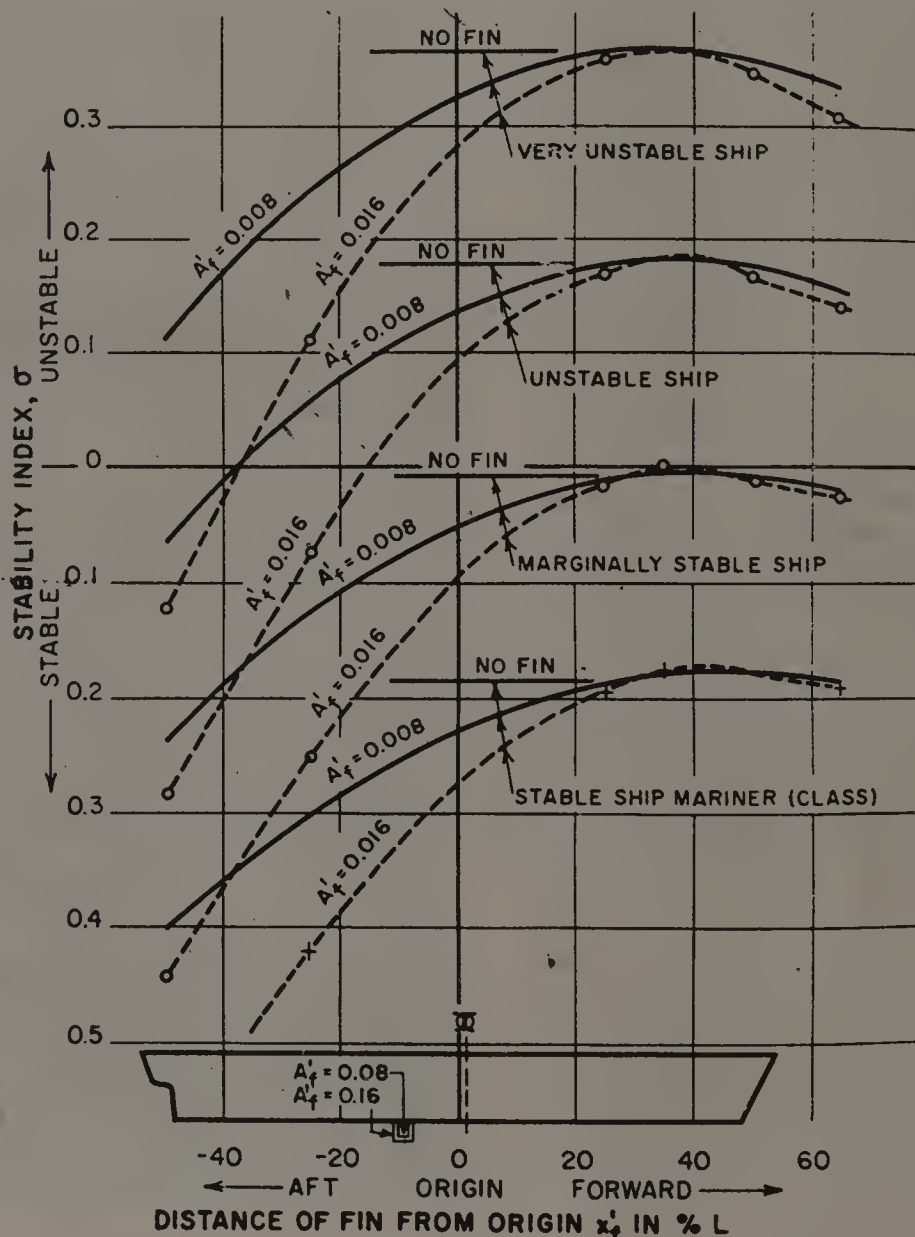
"How come you wrote the first side force term as 'V' times 'Y sub v'?"

"That's a shortcut notation for a partial derivative, which we haven't had yet, but partial derivatives are mega easy. Just think of all the other variables as constant, except the side force and the sideways part of velocity, and take the derivative of side force with respect to side velocity. Then multiply by side velocity to get a linearized approximation of the side force. It's really just the first term of a Taylor series."

"Okay, okay. I get it. Cool."

These kids were smart all right. I hadn't been so confused since graduate school.

"So there's the side force from sideways motion, the side force from turning, the side force from the rudder deflection, and centrifugal force. Except, since we're only consid-



The effect of adding a stabilizing fin to several conventional ship hulls. Note that adding fin area forward of the center of gravity can increase directional stability.

ering small angles, I can say that the cosine of the yaw angle is unity, and throw it out, and I can also say that velocity is unity, and express all the other velocities as non-dimensional velocity ratios."

The kids nodded. I was baffled. How can she just throw out terms like that? The teacher was making notes in her grade book.

"Now the moment equation," Heather continued. "There's moment due to sideways motion, moment due to turning, and moment due to the rudder. They add up to zero."

"So now we substitute and solve for rate of turn as a function of rudder angle, right?" asked one of the other girls.

"Can't!" said a boy in the back row. "The bottom equation is in foot-pounds, and the top is in pounds. Gotta be in the same units to solve simultaneously."

"For sure," said Heather. "These are non-dimensionalized, so they're really ratios of physical quantities, and have no units attached. You get that by dividing both sides of the force equation by one-half rho 'V-squared' times 'L squared', which looks just like a drag or lift coefficient, and you

divide the moments by the same thing but with 'L cubed' instead of squared. Now the fun begins. We solve the moment equation for 'v', substitute into the force equation, and eventually come up with an expression for 'r' over delta, the rate of turn for a given rudder angle. If it's positive, the vessel is directionally stable. If it's negative. . ."

The bell rang. Thank goodness. "Okay, class," said the teacher, "we'll finish this next time, after the quiz on definite integrals. Good work, Ms. Helm."

"I just have gym class next period," said Heather, "and they don't care if I cut class as long as I keep working on my independent phys-ed paper, 'Sports as a War Substitute.' So I can stay and see if Mr. Ebb thinks my derivation of the stability index is correct?"

We watched in continued awe as Ms. Helm filled the blackboard with algebraic manipulations, culminating with an expres-

sion for rate of turn divided by rudder angle.

"The way we've defined our coordinates," she said, "the expression is positive whenever 'N sub r' times 'Y sub v' minus 'N sub v' times the quantity 'Y sub r' minus mass coefficient is greater than zero. And this is what determines if a vessel is directionally stable."

"I'm impressed," I said. "We didn't figure out stuff like this way back when I was in calculus class."

"I think this result says some interesting things about directional stability," she said. "Like, the mass has an effect, even if the shape is unchanged. And also, you can increase directional stability by adding some area forward of the CG, it doesn't all have to be aft. That explains why a modern ship, or like, a long thin board floating on edge, is directionally stable."

Her conclusions bothered me. Years ago I had finally come to agree with my techie sailing friends when they insisted that heavy full-keel boats were wasting surface area by

using long keels for directional stability, instead of big separate rudders. Here was evidence to the contrary.

Heather was quite pleased with herself, but couldn't keep a secret. "I have to admit," she confessed, "that my cousin showed me how to do this when I told her we were having a lesson in directional stability. She's a graduate student at the University. . ."

Lee Helm had never mentioned having a cousin in high school — but now there could be no mistake.

"You didn't happen to tell her who was lecturing, did you?"

"No," she said. "I didn't know your name when I told her about this."

"Good," I thought to myself. "Lee never has to know. . ."

The teacher thanked me, and my ordeal was over. "I'll have to do this again soon," I promised. But not until a certain student is safely off to college.

— max ebb



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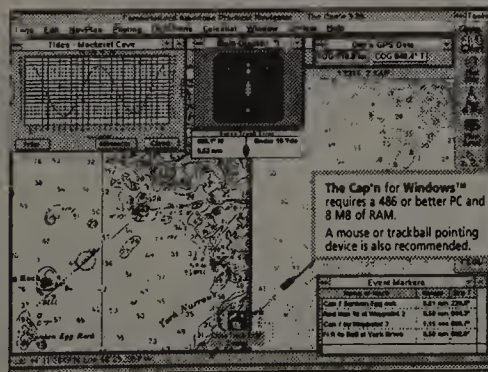
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Oh no!

Not another charter season!

A month ago it looked like *Big O* was sold and would be working the charter trade in British Columbia. But what buyer would be more likely to get cold feet at the last minute than a Vancouverite?

It's terrible news, because it means *Big O* had to make the 7-day, 1,400-mile passage from Florida to St. Martin, the last three days reaching at 9 knots in *hot* wind, so she could get to the Caribbean for another season (groan) of the world's finest sailing.

Terrible news, because it means that as of January 10, *Big O* is available for group charters in the Virgin Islands. If you're a woman who usually gets stuck with too much of the shopping, cooking and cleaning up, check out the killer deal below!

Terrible news, because the Heineken Regatta, the fastest growing and second most fun regatta in the Caribbean, is March 7-9, and it would be irresponsible if we didn't make a charter out of that and some post-regatta cruising around St. Barts and Anguilla.

Terrible news, because Antigua's Classic Regatta, featuring some of the world's most spectacular sailing yachts in one of the world's most splendid settings, is April 17-20. Do we *have* to do that again?

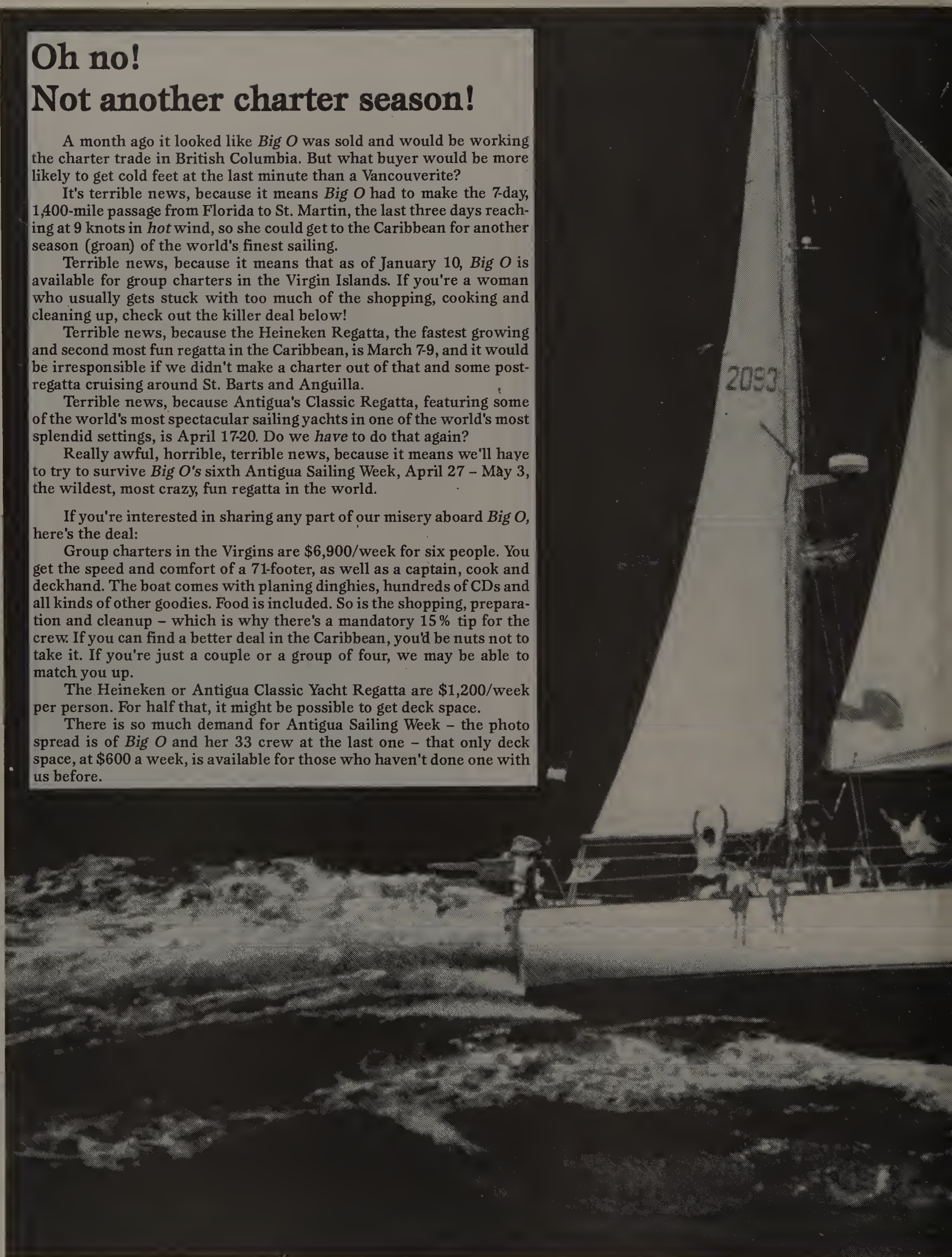
Really awful, horrible, terrible news, because it means we'll have to try to survive *Big O*'s sixth Antigua Sailing Week, April 27 - May 3, the wildest, most crazy, fun regatta in the world.

If you're interested in sharing any part of our misery aboard *Big O*, here's the deal:

Group charters in the Virgins are \$6,900/week for six people. You get the speed and comfort of a 71-footer, as well as a captain, cook and deckhand. The boat comes with planing dinghies, hundreds of CDs and all kinds of other goodies. Food is included. So is the shopping, preparation and cleanup - which is why there's a mandatory 15% tip for the crew. If you can find a better deal in the Caribbean, you'd be nuts not to take it. If you're just a couple or a group of four, we may be able to match you up.

The Heineken or Antigua Classic Yacht Regatta are \$1,200/week per person. For half that, it might be possible to get deck space.

There is so much demand for Antigua Sailing Week - the photo spread is of *Big O* and her 33 crew at the last one - that only deck space, at \$600 a week, is available for those who haven't done one with us before.





Big O is still for sale for \$319,000, as *Latitude* has a new sailing project that will be unveiled late this year. *Big O* would be perfect for a family circumnavigation with captain and cook. She's also great for an owner/operator wanting to do crewed charters. We don't relish the idea of ever having to part with *Big O*, so if you're a qualified charter skipper with some capital who wants to get into the charter business, a partnership might be possible.

For details on charters or purchase, call Richard at (415) 383-8200, ext. 111.

With a New Year's look at **Current Trends in the Bareboating Industry** accompanied by a look at our **International Bareboating Address Book (Part I)**. Also, a report on a **Cape Horn Charter** and miscellaneous **Charter Notes**.

International Bareboating Update: Notes from the Address Book

Believe it or not, 1996 is history. *Fini, completo, terminado*. So if you'd intended to take a dream trip in '96, you literally missed the boat!

The wonderful thing about a new year, however, is that we are given a fresh chance — and a whole new calendar — to orchestrate grand vacation plans. If you're like many of our readers, some of your pipe-dreams probably include charter vacations in exotic destinations overseas. With that in mind, we've opened up our international bareboating address book for your perusal. So make some calls to the numbers listed and set the dream mills in motion anew. (Look for *Part II* next month.)

What's new within the bareboat industry? In addition to new boats constantly being cycled into fleets worldwide, the trend of smaller foreign companies consolidating with large multi-national operations continues. Domestically, however, fleets still tend to be operated primarily by independent outfits.

In recent years charter bases have become established in most prime sailing areas of the South Pacific, Caribbean and Aegean. So, lately, the trend with the larger companies seems to be to bolster their strengths and concentrate on maintaining similar standards of quality in every country, rather than rushing to open lots of new bases.

That being said, however, Sun Yachts recently opened a new base at Fajardo, Puerto Rico — situated for exploration of the 'Spanish Virgin Islands'; Sunsail has just completed it's first season in the Seychelles (Indian Ocean); GPSC recently announced a new base opening on the historic island of Malta; and TMM will open a base in Belize this March featuring multihulls.

In general, the popularity of charter cats has surged in the last three years. They remain rare in the Aegean, however, due to frequent windward sailing angles and the difficulty in finding dock space using the prevailing 'Med mooring' system — stern-to the wharf.

Flotilla business is also on the rise with most companies, especially those that cater to special interest groups — clubs, seniors, women only, gays, clothing optional. . . you name it.

Since the following is meant to be an international charter directory, charter firms on the U.S. mainland will not appear in this or next months listings — with the exception of those in the Pacific Northwest. However, look for reports on chartering along the California and New England coasts in the coming months.

Please note that charter companies listed below are offered only as a selection of known firms; we make no specific recommendations. Company listings in the most popular areas are, by necessity, less than comprehensive.

Seychelles • Characteristics: One of the newest tropical charter destinations lies a half a world away, 600 miles northeast of Madagascar in the Indian Ocean. With it's French colonial charm, pristine beaches and well protected anchorages a visit is well worth the extensive travel time — especially during May through September, when the SE trades blow.

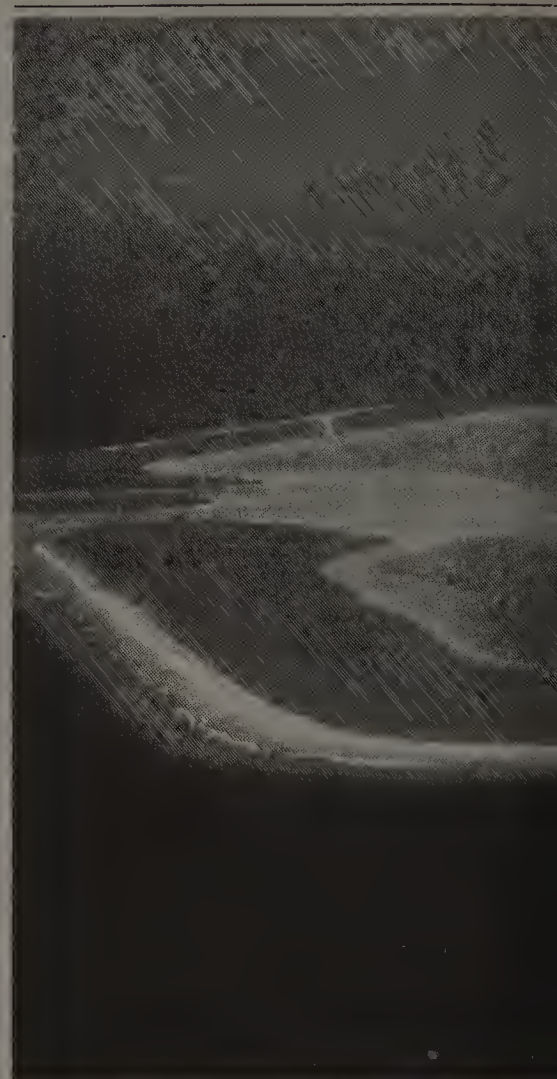
- **Best season:** May - Sep (although considered a year-round destination), Dec - Feb is rainy season, however islands are out of the monsoon belt.

- **Flight notes:** Flights arrive several times weekly from London, Paris and Frankfurt.

- **Bareboats:** Sunsail (800) 327-2276.

- **Tourism info:** Seychelles Tourism, 820 Second St., Suite 900-F, New York, NY 10017; (212) 687-9766, fax (212) 922-9177.

Thailand • Characteristics: Sailing among Thailand's lush limestone pinnacles and islands is as exotic as a sailing vacation



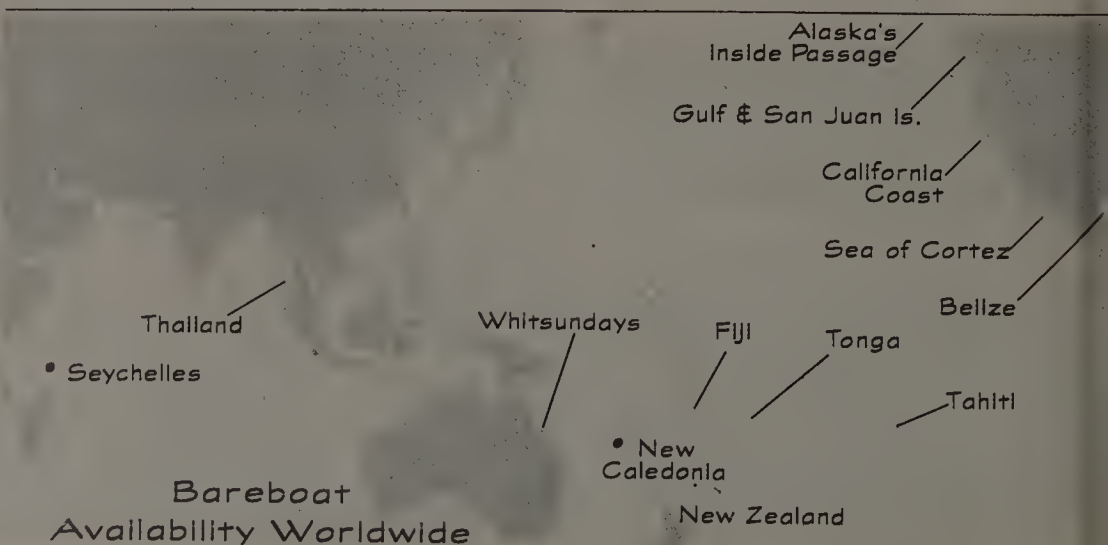
can get. Spectacular beaches and friendly fishing villages add to the magic.

- **Best season:** Dec - April; monsoon at other times, but you can sail in gulf east of Phuket.

- **Flight notes:** Frequent flights from U.S. to Bangkok; then connect to Phuket.

- **Bareboats:** Sunsail (800) 327-2276, Phuket Yachting Services, fax 011-66-76-220-915.

- **Tourism info:** Thailand Tourist Authority, 3440 Wilshire Blvd., Suite 1100,





COURTESY FRENCH TOURIST BOARD

It's fun to browse through brochures of dream-like islands such as Tahiti's Iles Sous le Vent. But actually being there is s-o-o-o much better!

Los Angeles, CA 90010; (213) 382-2353, fax (213) 389-7544.

Australia (Whitsunday Islands) • *Characteristics:* While recreational sailing is extremely popular in all coastal regions of Australia, the Whitsunday Islands region is by far the best for bareboating. More than 70 islands lie clustered together — a la the Virgin Islands. But here they're covered with

pine forests. Most are uninhabited; a few have resorts which welcome boaters.

• *Best season:* April - Sep, temps in the 70s and low 80s.

• *Flight notes:* Frequent flights from the U.S. arrive at Sydney, Brisbane or Cairns; you then connect to Proserpine or Hamilton Island.

• *Bareboats:* The Moorings (800) 535-7289; Sunsail (800) 327-2276; Sun Yachts (800) 772-3500; Queensland Yacht Charters 011-61-79-467-400; Sail Whitsundays 011-61-79-467-070; Whitsunday Rent-A-Yacht 011- 61-79-469-232; Whitsunday Sailing Charters (800) 827-2232.

• *Tourism info:* Australian Tourist Commission, 1000 E. Business Center Drive, Mt. Prospect, IL 60056; (847) 296-4900.

New Zealand • *Characteristics:* Since sailing is the Kiwi national passtime, plenty of excellent boats are available in both the Hauraki Gulf (near Auckland) and the Bay of Islands. It's temperate, not tropical, but winds are fresh and scenery is breathtaking.

• *Best season:* Nov - April; temps in the 70s.

• *Flight notes:* Frequent flights from SFO and LAX; stopovers in Tahiti, Fiji, etc. can be

made at no additional cost; many connecting flights to Australia.

• *Bareboats:* The Moorings (800) 535-7289; Sunsail (800) 327-2276; Sun Yachts (800) 772-3500; Island Rover Charters, 011-64-9-424-7793.

• *Tourism info:* New Zealand Tourism, 501 Santa Monica Blvd., Suite 300, Santa Monica, CA 90401; (800) 388-5494, fax (310) 395-5453.

New Caledonia • *Characteristics:* This tiny French territory lies 800 miles off the Queensland coast of Australia and enjoys a climate similar to the Whitsundays. Noumea (the capital) boasts French sophistication, while outer islands feature unspoiled, pine-rimmed anchorages.

• *Best season:* June - Sep; temps in the 70s and low 80s.

• *Flight notes:* Frequent flights via Fiji, Australia and New Zealand.

• *Bareboats:* Sun Yachts (U.S. marketing rep for Noumea Yacht Charters).

• *Tourism info:* French National Tourist Board (900) 990-0040.

Fiji • *Characteristics:* The outer reaches of this vast chain of islands is still off limits to bareboating, but two idyllic groups of coral atolls, the Yasawas and Mananucas, can be readily explored by bareboat with local knowledge offered by an 'island guide'. Fascinating Melanisan culture; excellent snorkeling and diving.

• *Best season:* April - June and Oct - Dec, temps in the low 80s.

• *Flight notes:* Frequent flights via New Zealand, Australia and Hawaii.

• *Bareboats:* The Moorings only (800) 535-7289.

• *Tourism info:* Fiji Visitors Bureau, 5777 West Century Blvd., Suite 220, Los Angeles, CA 90045; (310) 568-1616, fax (310) 670-2318.

Tonga • *Characteristics:* Among the least developed charter destinations, there's easy sailing here between many protected anchorages. Genuinely friendly Polynesian islanders are welcoming and proud of their

Best Sailing Seasons

	J	F	M	A	M	J	J	A	S	O	N	D
Seychelles												
Thailand												
Australia												
New Zealand												
New Caledonia												
Fiji												
Tonga												
Tahiti												



LATITUDE GRAPHIC/ANDY

unspoiled traditional lifestyles.

- **Best season:** May - Oct, temps in 70s and low 80s; (Nov - April is the rainy season).

- **Flight notes:** Frequent flights via New Zealand and Hawaii.

- **Bareboats:** The Moorings (800) 535-7289; Sunsail (800) 327-2276; Island Rover Charters (of New Zealand) 011-64-9-424-7793.

- **Tourism info:** General Consulate of Tonga, 360 Post St., Suite 604, San Francisco, CA 94108; (415) 781-0365, fax (415) 781-3964.

Tahiti (Leeward Society Islands) • **Characteristics:** Sunny and tropical, each of these lush, mountainous islands is encircled by a coral reef, with creates a tranquil inner lagoon. Rich Polynesian culture; substantial tourism infrastructure.

- **Best season:** May - Oct, temps in 70s and low 80s (Dec - April is the rainy season).

- **Flight notes:** Frequent flights from SFO and LAX. Charter flights also available through travel agents or tour operators.

- **Bareboats:** The Moorings (800) 535-7289; Sun Yachts (800) 772-3500; Sunsail (800) 327-2276.

- **Tourism info:** Tahiti Tourist Promotion Board, 300 Continental Blvd., Suite 108, El Segundo, CA 90245; (310) 649-2884, fax (310) 414-8490.

—latitude 38/aet

Been There? Done That?

What About Rounding Cape Horn?

As our plane squeezed between two Andian peaks and made its steep descent to Ushuaia, Argentina — the southernmost city in the world — I had to ask myself if I, a 40-something R.N. from North Idaho, was crazy. I am the mother of three and have a good life, but I also have a strong case of the blue-water cruising bug.

Although responsibilities and circumstances have prevented me from doing any long-term cruising, I decided three years ago to *make time* for cruising in short stints. My first big adventure was signing on with John Neal for the voyage from Fiji to New Zealand aboard his 42-ft Hallberg Rassy *Mahina* Tiare.

I had so much fun that I promised myself I would somehow find the time and money to join his crew the next year on a five-week crossing from Tahiti to Chile. We spent 32 days at sea, hand steering all 4,500 miles of the crossing and in the Roaring 40s we faced mountainous breaking seas. I made some friends for life on that trip; we shared some

shitty times as well as some of the best times of my life.

These trips allowed me to learn whether or not cruising was really for me. As sail training expeditions, all aspects of passage-making were covered. I was expected to be actively involved in cooking, navigating, steering, sail changes, cleaning the heads, and checking and maintaining rigging and all other systems.

Although I was popping Bonine and wearing my Scop patch on the crossing to Chile, while feeling queasy much of the time, the feel of that beautiful vessel under my control was enough to make me beg John for a berth on his upcoming rounding of the dreaded Cabo de Hornos the following year. When I was offered a spot, I jumped at it.

Once again, there were six of us. Three of us charterers from the Pacific Northwest, one from Dallas, John, and Amanda Swan, his mischievous Kiwi partner, former Whitbread sailor of Great Britain's *Maiden* fame. Compared to our crossing from Tahiti, this would be a piece of cake sailing-wise, but very exciting adventure-wise.

Our course took us east along the Beagle Canal, then southward to the Woolaston

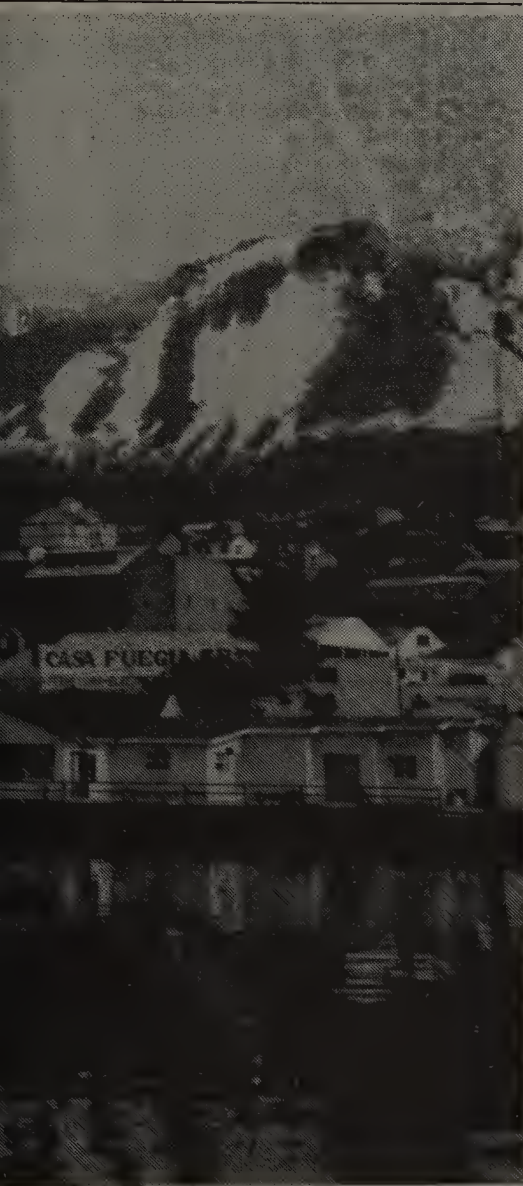
Vegas, it's not. But when you're looking for refuge from Cape Horn's fury, Puerto Williams looks pretty inviting. Inset: Vicki does the Horn.

Island group, of which Isla Hornos is the southernmost island. The Beagle Canal is reminiscent of the protected waters of the Inside Passage in Alaska.

We checked into Puerto Williams, Chile on the first day and tied up at the infamous sunken ship which comprises the Puerto Williams Yacht Club. Now here's what I love about cruising: John had raved about the "luxurious" shower at Puerto Williams, and had gotten all of us quite excited at the thought of the long, hot showers awaiting us. When, in fact, I was faced with the crumbling, unsightly, shower room in that half-sunken rust-bucket of a ship, I was appalled. Several days later, though, after rounding the Horn and being rained and sleeted upon, coming back to the shower at the Puerto Williams YC did become a true luxury. Cruising has a way of drastically simplifying life and of efficiently triaging the important from the unimportant.

Because the weather fax looked favor-





VICKIE PARFET

Horn indicated good weather, so we started out at 0530 to accomplish our mission. I was especially tense this morning, as I was the navigator for the day. The night before I had laid out our course and entered waypoints into the GPS. We needed to get as much westing as possible before turning south to the Cape in order to be able to achieve a favorable point of sail. But we also needed to avoid some partially submerged reefs to the west and to the southwest of our position. Don't think I wasn't steaming up the inside of my foulies on that cold, rainy morning! My numbers were correct, though, and soon we saw that unmistakable, ominous rock. It is absolutely impossible to describe my emotion and pride. Here we were at lands end!

We rounded the Cape in 45+ knots with 15 to 20-foot seas. In the lee of the island is a heavy mooring which we were only able to pick up by launching the dinghy and ferrying the mooring line back and forth to *Mahina Tiare*. Because of the building sea and wind conditions, John and Amanda chose to stay with the boat as the four of us went ashore for 45 minutes to take a packet of mail and fresh fruit to the lighthouse keepers. We had our passports stamped and shot lots of film.

I made friends with Sanchez, the outpost's amorous but lonely dog. It's a kind of monastery for him. He lives there all the time, while the Chilean Navy personnel are stationed there three at a time for three-month stints. He seemed wounded as he watched us leave him at the shore, so soon after arriving.

The Chilean Armada is stern with visiting yachts, requiring pre-planned cruising routes and twice daily radio check-ins. There are areas which are absolutely restricted to travel and because of the political tension between Chile and Argentina it was not uncommon to meet gunboats and to be buzzed by jet fighters.

In spite of this, we managed to be invited aboard a Navy ship for drinks in the officer's quarters. The debonair Captain spoke excellent English and was a perfect host. We were taken aboard at 11:30 p.m. after a day of rounding the Cape, hiking ashore and crossing the rough Bahia Nassau northward. I looked like I'd been drug through a knothole, and could barely stay awake, but this was the perfect topper to the most exciting day of my life.

John and Amanda seem to make friends of local people wherever they go, and visiting with them is one of the most rewarding aspects of traveling aboard

Mahina Tiare. While in Puerto Williams we were invited to the home of Cesar and Lorena. Cesar is in the Navy and is studying to take an outpost position on one of the lonely islands near Cape Horn. We joined them for tea, the evening meal, which consisted of lemon pie, bread and butter and coffee or tea. Lorena and I laughed until we cried as I tried to copy her recipe for *pie de limon* using my high school Spanish. We all left that happy home feeling reverent and humbled, comparing our complex and possession-rich lives with those of our new friends.

Until I find my own co-captain I will continue to sail wherever John and Amanda go. It's the perfect way to see the world and have a taste of the true cruising life, all without having to own my own boat or leave my job. Their new 46-ft Hallberg Rassy is now being built in Sweden, and I already have my bunk picked out for the next South Pacific adventure.

— vicki parfet
bayview, idaho

Ed note: Call the Armchair Sailor Bookstore in Seattle for more info on Mahina Tiare Expeditions: (800) 875-0852.

Charter Notes

While we're on the subject of 'Adventure Sailing', here are a few other special opportunities that can be booked on a 'per cabin' or individual basis. We've written before about adventurous trips aboard the Ocean 71 *Darwin Sound*, which has been owned and operated by the globe-trotting Whitney family for many years. They, too, are currently running trips in **Southern Patagonia**. In April they'll cross to **Easter**



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Island, then on to **Tahiti**. For more info, call (604) 932-3107.

If you've always wanted to cross an ocean, but don't want to put up with the discomforts of small boat travel, consider making a 'repositioning cruise' aboard one of

able, we pulled out of Puerto Williams the next day and sailed in 35 knots of wind south across the unprotected waters of Bahia Nassau and spent the night at Isla Herschel in a beautiful, protected anchorage just 11 miles north of Cape Horn.

As we approached the island we all watched for williwaws off the high peaks. Sure enough, just as we entered the narrow passage between Isla Wollaston and Isla Freycinet a white squall came screaming down upon us, heeling the boat considerably and blinding me with needles of sleet. John and the others had struck the sails in record time, so we weren't in immediate danger, but navigating the channel without accurate soundings was scary. Fortunately, we were soon out of range of the downdrafts and found our anchorage.

We spent 36 hours here waiting for 80-knot winds to subside at Cape Horn. It is not uncommon to see 120-knot winds at this time of year, and we weren't eager to test our luck.

On November 30, weather fax and radio contact with the lighthouse keepers at Cape

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Finally, an important note about air travel. If you've ever made the long haul to the Eastern Caribbean island of **St. Vincent**, you probably spent a very long day — or two — not only flying, but changing planes and/or making pit stops at several islands north of St. Vincent before finally arriving. Take note, however, that **American Airlines** has recently instituted a **daily non-stop flight** from San Juan, Puerto Rico, to St. Vincent. You still have to change planes in San Juan, but if you originate with American out of SFO you don't have to schlep your luggage until you reach the Grenadines. Even more amazing is that your bags usually arrives when you do!

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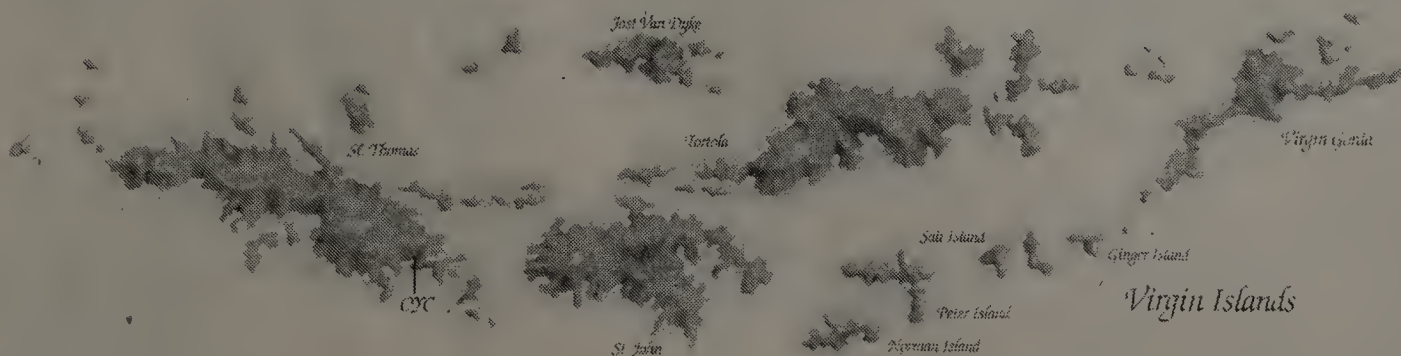
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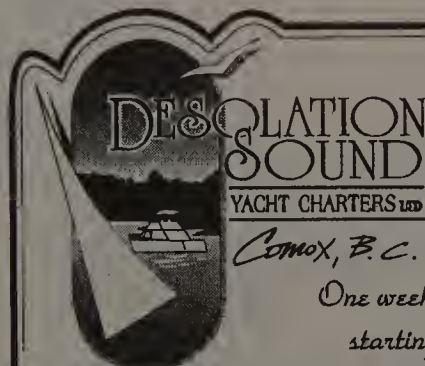


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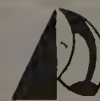
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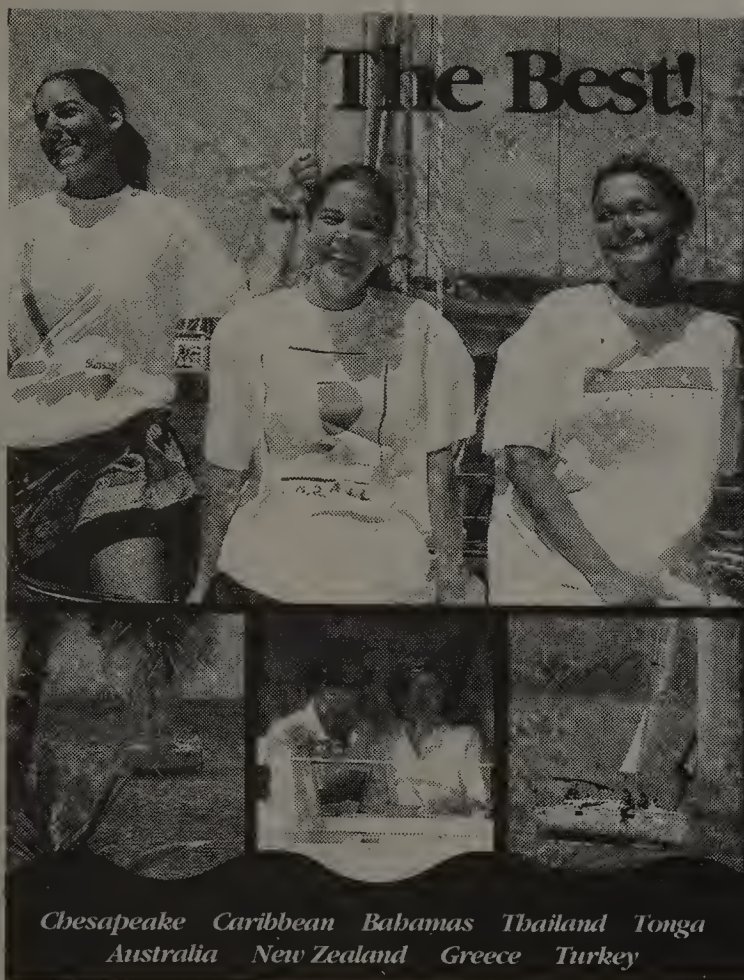
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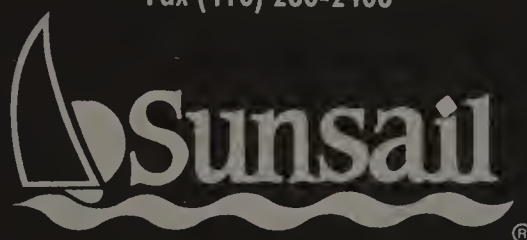


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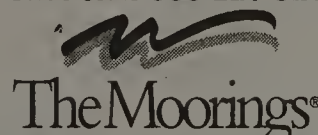
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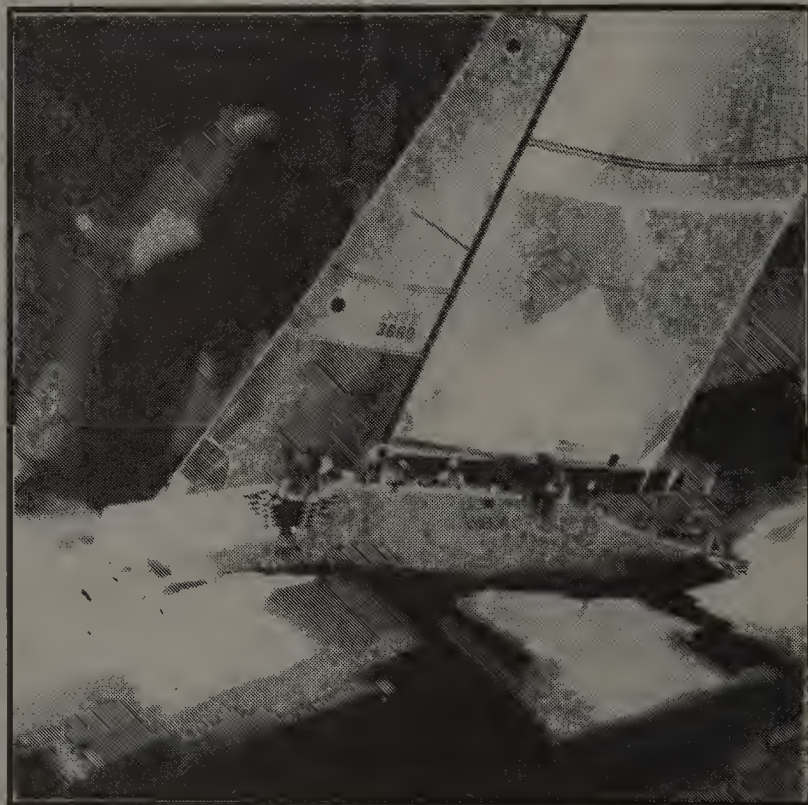
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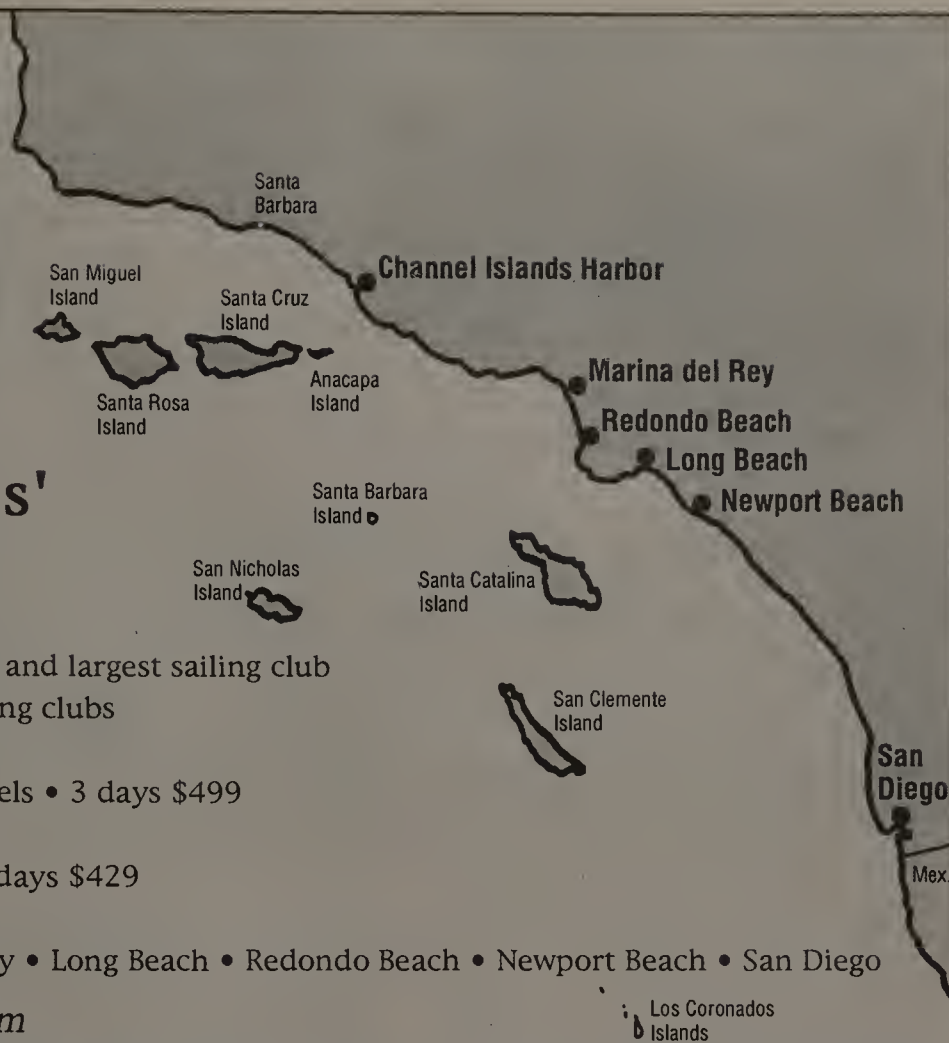
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THE RACING

Mercifully, local racing activity all but ceased during the holidays. Still, we have quick reports on five mostly light air **midwinter regattas**, the second **Teak Deck Regatta**, and usual ration of occasionally interesting **race notes** at the end.

Golden Gate Midwinters

The second race of the Golden Gate Midwinters attracted 82 boats for an afternoon of Cityfront racing on Saturday, December 7. Despite threatening clouds, it never rained — and actually the sailing was pretty good. "We've lucked out so far on the weather conditions," claimed race official Ruth Schnapp. "Usually we end up losing one of our races due to no wind, which is why we went to a five-race, one-throwout series for the first time this year."

With a big ebb and a spotty southerly, the course (Blackaller, Harding, 'A' off St. Francis, Harding, and then further variations depending on boat size) turned into a lot of reaching. "The beat from Harding back to the Cityfront was kind of fun," said Seadon

Logan has had to replace in less than a year, so he knew the drill. A new Sparcraft tube was located and installed in time for the following weekend's racing — a quick recovery! "We're still not sure how it happened," admitted Walt, who is looking forward to campaigning *Blue Chip* in the Puerto Vallarta Race and MEXORC.

At the front of the pack, Jim Mizell's Smith 43 *High Risk* posted a nearly two-minute victory, prompting the usual grumbling about their perhaps overly-generous PHRF rating of 60. A lot of other classes, however, also had runaway winners. "It was the kind of day where the rich just got richer," explained Tom Allen, who sailed his IOD *Whitecap* to a resounding 4½ minute victory in Division IV. "Frankly, we got lucky — but it's fun to win big once in a while!"

PHRF-I (0-73) — 1) *High Risk*, Smith 43, Jim Mizell/Ted Wilson; 2) *Azzura*, Azzura 310, Jonsson/Svendsen; 3) *Jackrabbit*, N/M 39, Dave & Jackie Liggett; 4) *SportsChannel*, 11:Metre, John Sweeney; 5) *Major Damage*, J/35, Wilson/Perkins; 6) *Rosebud*, 11:Metre, Ben Wells; 7) *Kiri*, J/35, Bill George; 8) *Zamazaan*, Farr 50, Chuck Weghorn; 9) *Equanimity*, J/35, Randy Paul; 10) *Re-Quest*, Express 37, Glenn Isaacson. (20 boats)

PHRF-II (74-99) — 1) *Yucca*, 8-Meter, Hank Easom; 2) *My Rubber Ducky*, Hobie 33, Lee Garami; 3) *Expeditious*, Express 34, Bartz Schneider; 4) *Petard*, Farr 36, Keith Buck; 5) *Enchante*, Beneteau 42, David Jacoby. (10 boats)

J/105 — 1) *Limelight*, Harry Blake; 2) *20/20*, Phil Gardner; 3) *Thrasher*, Steve Podell. (6 boats)

PHRF-III (100-152) — 1) *Harp*, Catalina 38, Mike Mannix; 2) *Hot Flash*, J/20, George Kokalis; 3) *Power Play*, J/29, Gordon Smith; 4) *Giggleswick*, Beneteau 38.5, Brian Hall. (8 boats)

PHRF-IV (153-197) — 1) *Whitecap*, IOD, Tom Allen; 2) *Hecate*, IOD, Dennis Jermaine; 3) *Undine*, IOD, Wheeler/Hawley; 4) *Snow Goose*, Santana 30, Ted Mattson; 5) *It's Jazz*, Ranger 33, Joanne McPhee; 6) *Xarifa*, IOD, Paul Manning; 7) *Trey Shay*, Catalina 30, John Jacobs. (18 boats)

KNARR — 1) *Benino*, Terry Anderlini; 2) *Shadow*, Steve Wegner; 3) *Lord Nelson*, John



LATITUDE ARCHIVES/ROB

Ted Wilson, one of the best amateur skippers on the Bay, has steered 'High Risk' to a 2,1 record in the GGYC Midwinters thus far.

Wijsen, who sailed on the Mumm 36 *Blue Chip*. Unfortunately, the *Chip*'s rig inexplicably bent wildly out of column during a tack on the second beat, inverted beyond repair.

This was the second mast that owner Walt



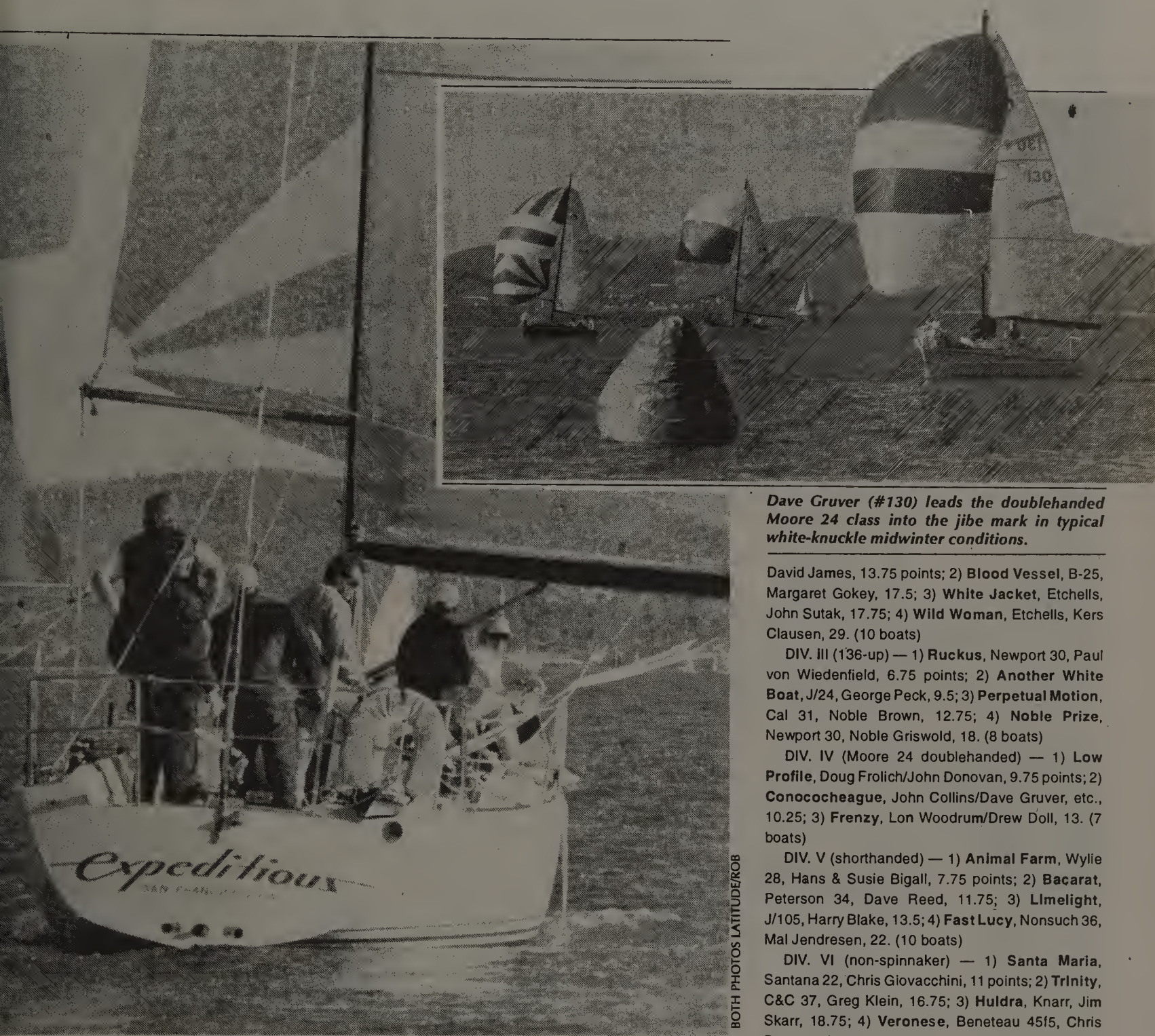
Jenkins. (6 boats)

PHRF-V (198-up) — 1) *Thea*, Folkboat, Tom Reed; 2) *Polperro*, Folkboat, Peter Jeal; 3) *Freja*, Folkboat, Ed Welch. (8 boats)

BEAR — 1) *Chance*, Glenn Treser; 2) *Sugarfoot*, Marty Zwick; 3) *Circus*, Bob Jones. (6 boats)

San Francisco YC Fall Series

After November's damp opener, San Francisco YC's midwinters were due for a weekend of good weather — and they got it as the series continued (and concluded) on December 14-15. Forty-six boats enjoyed perfect midwinter sailing on the Southampton Shoals race course, a new venue for the series. "The new format worked well, and



'Expeditious' hangs downwind with 'Blue Chip' in the greatly improved SFYC Fall Series.

we got lots of positive feedback," said race official John Scarborough. "I imagine it will be held there again next year."

Saturday's racing occurred in a mellow northerly, while a slightly stronger easterly filled in for Sunday's finale. "It was an absolutely beautiful weekend to be out on the water," enthused Lon Woodrum, who sailed *Frenzy* in the new doublehanded Moore 24 class. "Shorthanded sailing in the winter is the way to go — I think we're on to something good here!"

Results of the four-race, no-throwout series follow. Interestingly, the winners of the six classes only tallied four bullets between them — and two winners, such as *Expeditious* and *Santa Maria*, won overall without winning a race! "Consistency is the key, especially in the midwinters," observed *Expeditious* owner/driver Bartz Schneider.

DIV. I (PHRF < 100) — 1) *Expeditious*, Express 34, Bartz Schneider, 9 points; 2) *Yucca*, 8-Meter, Hank Easom, 9.5; 3) *Razzberries*, Olson 34, Bruce & Lina Nesbit, 24; 4) *Blue Chip*, Mumm 36, Walt Logan, 31; 5) *SportsChannel*, 11:Metre, John Sweeney, 33.75. (13 boats)

DIV. II (101-135) — 1) *Casey Jones*, Melges 24,

Dave Gruver (#130) leads the doublehanded Moore 24 class into the jibe mark in typical white-knuckle midwinter conditions.

David James, 13.75 points; 2) *Blood Vessel*, B-25, Margaret Gokey, 17.5; 3) *White Jacket*, Etchells, John Sutak, 17.75; 4) *Wild Woman*, Etchells, Kers Clausen, 29. (10 boats)

DIV. III (136-up) — 1) *Ruckus*, Newport 30, Paul von Wiedenfeld, 6.75 points; 2) *Another White Boat*, J/24, George Peck, 9.5; 3) *Perpetual Motion*, Cal 31, Noble Brown, 12.75; 4) *Noble Prize*, Newport 30, Noble Griswold, 18. (8 boats)

DIV. IV (Moore 24 doublehanded) — 1) *Low Profile*, Doug Frolich/John Donovan, 9.75 points; 2) *Conococheague*, John Collins/Dave Gruver, etc., 10.25; 3) *Frenzy*, Lon Woodrum/Drew Doll, 13. (7 boats)

DIV. V (shorthanded) — 1) *Animal Farm*, Wylie 28, Hans & Susie Bigall, 7.75 points; 2) *Bacarat*, Peterson 34, Dave Reed, 11.75; 3) *Limelight*, J/105, Harry Blake, 13.5; 4) *Fast Lucy*, Nonsuch 36, Mal Jendresen, 22. (10 boats)

DIV. VI (non-spinnaker) — 1) *Santa Maria*, Santana 22, Chris Giovacchini, 11 points; 2) *Trinity*, C&C 37, Greg Klein, 16.75; 3) *Huldra*, Knarr, Jim Skarr, 18.75; 4) *Veronese*, Beneteau 45f5, Chris Dawson, 20. (10 boats)

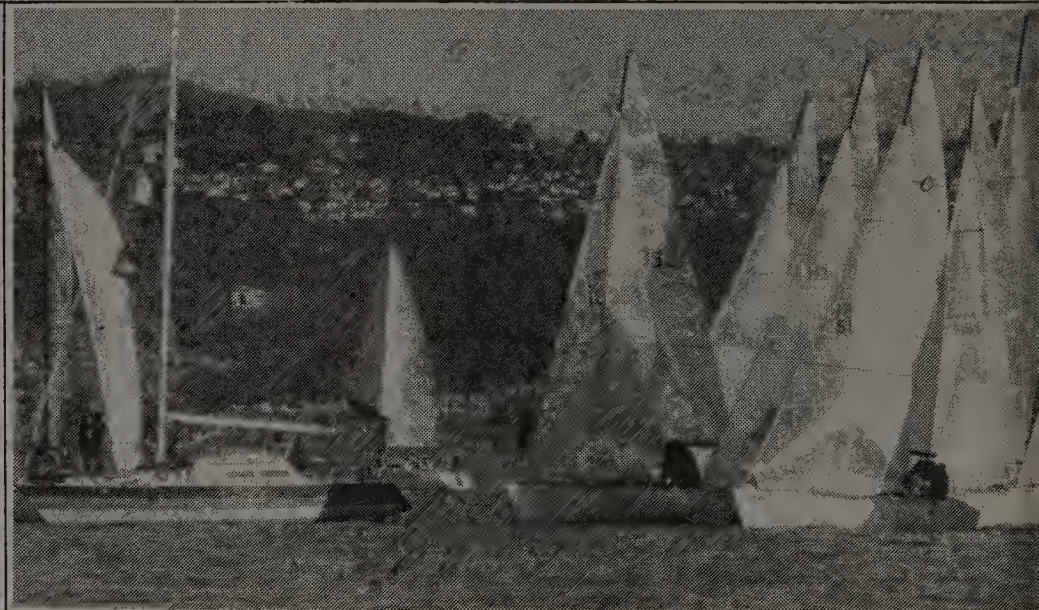
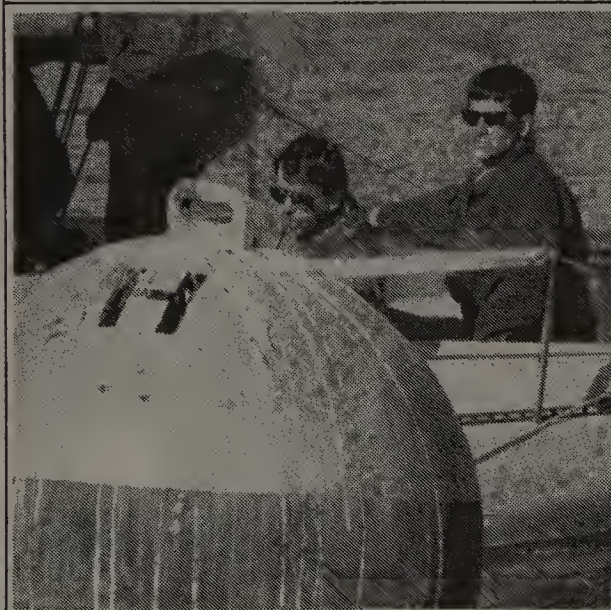
BYC/MYCO Midwinters, or:

"Wasn't Yesterday Friday the 13th?"

Ask anyone who routinely runs races, "With 1½ hours before the first gun, what's the worst possible thing that could go wrong?" The answer has to be, "The committee boat can't make it — go find another boat."

That was the scenario at 9:30 Saturday morning at Berkeley YC. A tour of 'O' dock and the guest dock revealed many people setting up their boats for the race. After all, there are over 150 boats registered in the series and quite a few come from Berkeley. But anyone not rigging their boat seemed to

BOTH PHOTOS LATITUDE/ROB



be crewing on some other boat. . .

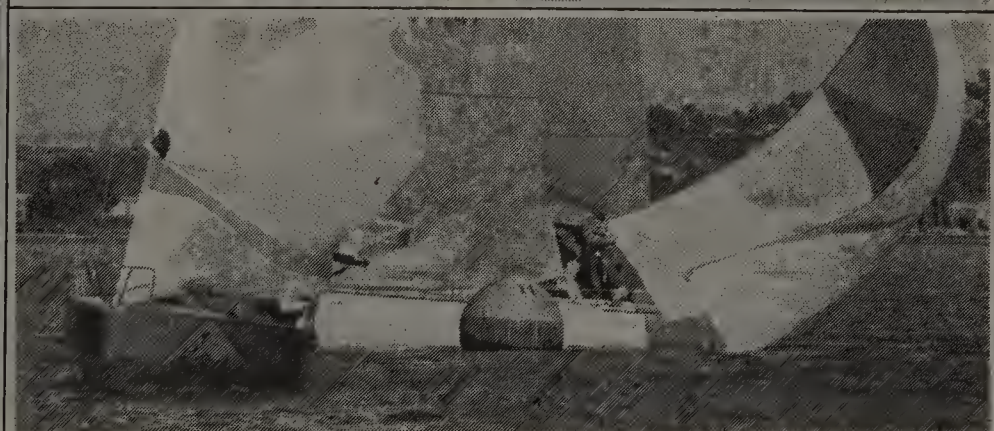
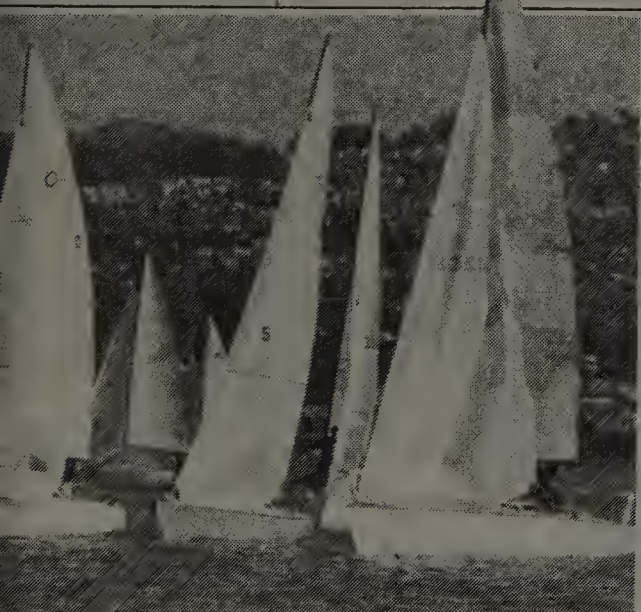
Finally, after some fast talking, Peggy Hickman was persuaded to take her friend Rich Fisher's Wylie 34 *Mad Hatter*. As the clock continued ticking, a variety of people attempted to convince the motor to start. It sounded mildly interested, but it wasn't happening. By now it was 10:15. Nearby, Jim and Diana Freeland's Dehler 34 *Blue Max* was preparing to leave for the race. They were given the postponement flag and

asked to go to 'X', beep twice at 10:50, and hoist the flag. Thus, it was hoped the racers wouldn't panic. With any luck, there wouldn't be any wind anyway. (There was — obviously, Lady Luck wasn't with us this day!)

Eventually, we were able to proceed. We still needed to retrieve Bob Gray from the stranded original committee boat. After a bit of searching, Tom Tazla's *Windance* was located on the Emeryville side of the Berkeley

pier. We plucked Bob off the boat, and left Tom to continue trying to patch the broken oil line. To make a short story long, *Mad Hatter* finally arrived at 'X', retrieved the postponement flag from *Blue Max*, set the line, handed-out sailing instructions, dropped the postponement with a gun. . . and with only a 60 minute delay, started the race.

With a fairly solid northerly blowing, all went well until the end of the starting



A beautiful day at Saturday's BYC/MYCO Mid-winter Regatta. Some folks even say this beats summer sailing! All photos 'latitude'/rob.

sequence. At that point, we discovered about two inches of water over the floorboard — we were sinking! The source was soon located (an open head valve), and the boat was pumped out. Next, we shortened the line for the finish and settled in, finally, for lunch. Ah, but that had to be canceled since

the first finishers were now approaching. Oh, well.

Were the bad vibes over for the day? Of course not. After the last boat finished, our anchor was retrieved — along with a long stray piece of line, which was naturally unseen. This new addition to our boat's equipment wasn't discovered until after we put the engine in gear and were dragging the anchor to get the mud off. Where else would the line go, except around the propeller?

Tired, hungry and anxious to get back to the club to crunch the results, we set a jib and began beating back to Berkeley. (What? No one ever beats to Berkeley!) A cell phone communication with *Blue Max* eventually led to a tow into the berth, complete with the strange extra line still firmly wrapped around our prop. Except for entering 126 finish times into the computer, another race committee day was complete. . .

Sunday? Perfect. No problems, no

THE RACING

excitement — other than using 'C' as the upwind mark for the second time in recorded history. Just another gorgeous day in our winter paradise.

— bobbi tosse

SATURDAY, DECEMBER 14:

DIV. A (PHRF < 117) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Bodacious**, Farr 40, John Clauser; 3) **Azzura 310**, Azzura 310, Jonsson/Svendsen. (8 boats)

DIV. B (120-150) — 1) **Take Off**, Laser 28, The Byrnes; 2) **Mintaka**, C&C 36, Gerry Brown; 3) **Blue Max**, Dehler 34, The Freeland. (7 boats)

DIV. C (153-168) — 1) **No Big Thing**, Wave-length 24, Charlie Hess; 2) **Predator**, Hawkfarm, Jim Wheeler; 3) **El Gavilan**, Hawkfarm, Nicholas Nash; 4) **Freewind**, Cal 9.2, Betty Lessley; 5) **Chesapeake**, Merit 25, Jim Fair. (14 boats)

DIV. D (171-204) — 1) **Freyja**, Catalina 27, Frank Van Kirk; 2) **White Satin**, Catalina 27, Laraine McKinnon; 3) **Latin Lass**, Catalina 27, Bill Chapman. (6 boats)

DIV. E (207-up) — 1) **Jubilee**, Ariel, Don Morrison; 2) **Chaos**, Ranger 23, Tim Stapleton. (4 boats)

OLSON 30 — 1) **Stray Cat**, Rebecca Dymond; 2) **Saint Anne**, Dick Heckman; 3) **Zephyros**, Cal Maritime Academy; 4) **Jack's Back**, Jack Easterday; 5) **E Ticket**, Chuck Allan; 6) **Tsunami**, Bob Haase; 7) **Run Wild**, Al Holt. (17 boats)

MELGES 24 — 1) **Sabotage**, Jeff Thorpe; 2) **Sea Monster**, John Oldham; 3) **Twist & Shout**, Jessica Lord. (7 boats)

EXPRESS 27 — 1) **Curses**, Tim Descamps/Dave Starck; 2) **Mad House**, Mike DeVries; 3) **Baffett**, Tom Baffico/Forest Baskett; 4) **Susie Q IV**, Andrew Patterson/Seadon Wijsen; 5) **Friday**, John Liebenberg; 6) **Flying Circus**, Gene Ryley/Dave Hodges;

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber; 2) **Osprey**, Wrentmore/Copper. (5 boats)

J/24 — 1) **Casual Contact**, Don Oliver; 2) **Oops!**, Vicki Sodaro; 3) **Wonder Woman**, T. Kennelly/P. Dines; 4) **The Prancer**, Scott Sellers; 5) **Downtown Uproar**, Wayne Clough; 6) **Da Treader**, Bob Bailey. (16 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Zarpa**, George Gurrola; 3) **Mariner**, Bruce Darby. (7 boats)

SUNDAY, DECEMBER 15:

DIV. I (PHRF < 141) — 1) **Sea Monster**, Melges 24, John Oldham; 2) **Smokin'**, Melges 24, Kevin Clark. (8 boats)

DIV. II (144-168) — 1) **El Gavilan**, Hawkfarm, Nicholas Nash; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Twilight Zone**, Merit 25, Paul Kamen; 4) **Dr. Who**, Merit 25, John Drewery. (12 boats)

DIV. III (171-up) — 1) **Tallsman**, J/22, Gary Albright; 2) **Alliance**, Cal 2-27, Whit Conley/Mark Foster; 3) **White Satin**, Catalina 27, Steve Rienhart; 4) **Temptation**, Cal 2-27, Rollye Wiskerson. (13 boats)

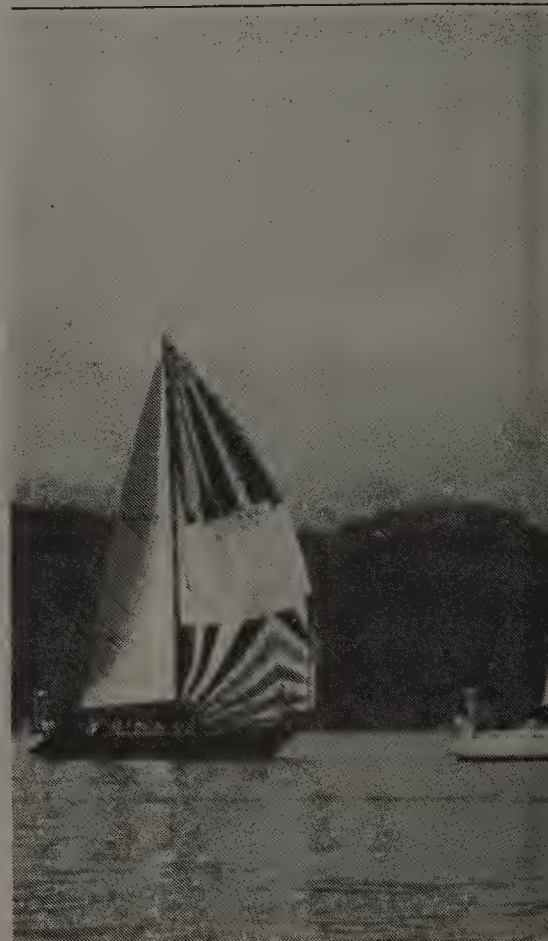
OLSON 30 — 1) **Jack's Back**, Jack Easterday; 2) **Hoot**, Andy Macfie; 3) **Stray Cat**, Rebecca Dymond. (9 boats)

WABBIT — 1) **Mr. McGregor**, Kim Desenberg; 2) **Tulawemia**, Mark Harpainter. (4 boats)

EXPRESS 27 — 1) **Friday**, John Liebenberg; 2) **Susie Q IV**, Andrew Patterson; 3) **Bobs**, Mike Hearn; 4) **Mad House**, Gary Sadamori. (9 boats)

Sausalito YC Midwinters

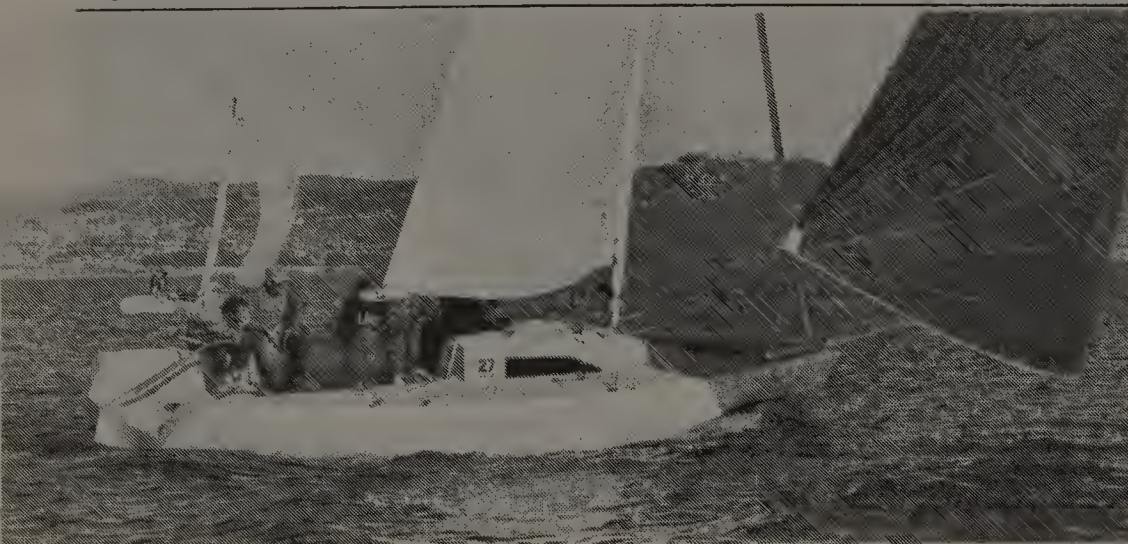
The second Sausalito YC midwinter race was sailed in a moderate southwesterly with



the races at Sausalito Entrance Marker #2 instead of the more familiar Little Harding area. "We have the option of using either race track," explained Pat. "The inner course keeps the fleet out of the extreme current, and by using twice-around combinations we can tailor the racing so that all boats can complete the race."

Forty boats competed, ranging in PHRF ratings from 33 to 264. The spinnaker divisions and the large non-nylon boats sailed a 7.4-mile course which took them twice around an inflatable in Hurricane Gulch, Little Harding, Knox and #2. The little non-spinnaker boats and the new Club Cruiser Division sailed the same course, but only once around. Everyone finished within two hours, with two boats — *Hippo* and *P-Trap* — recording their second bullets of the series.

The new Club Cruiser Division was established this year to attract "less competitive" boats that might not otherwise come out to race. To date, six boats have participated in this low-key slugfest. The class is restricted to 100% or smaller headsails (no spinnakers), and must sail with their normal cruising gear. The PHRF ratings for this class are adjusted after each race so that each participant would have tied the winning boat. The new ratings are applied at the next race, then adjusted again — which promises to be either the most progressive handicap scoring system ever devised, or a complete can of worms.



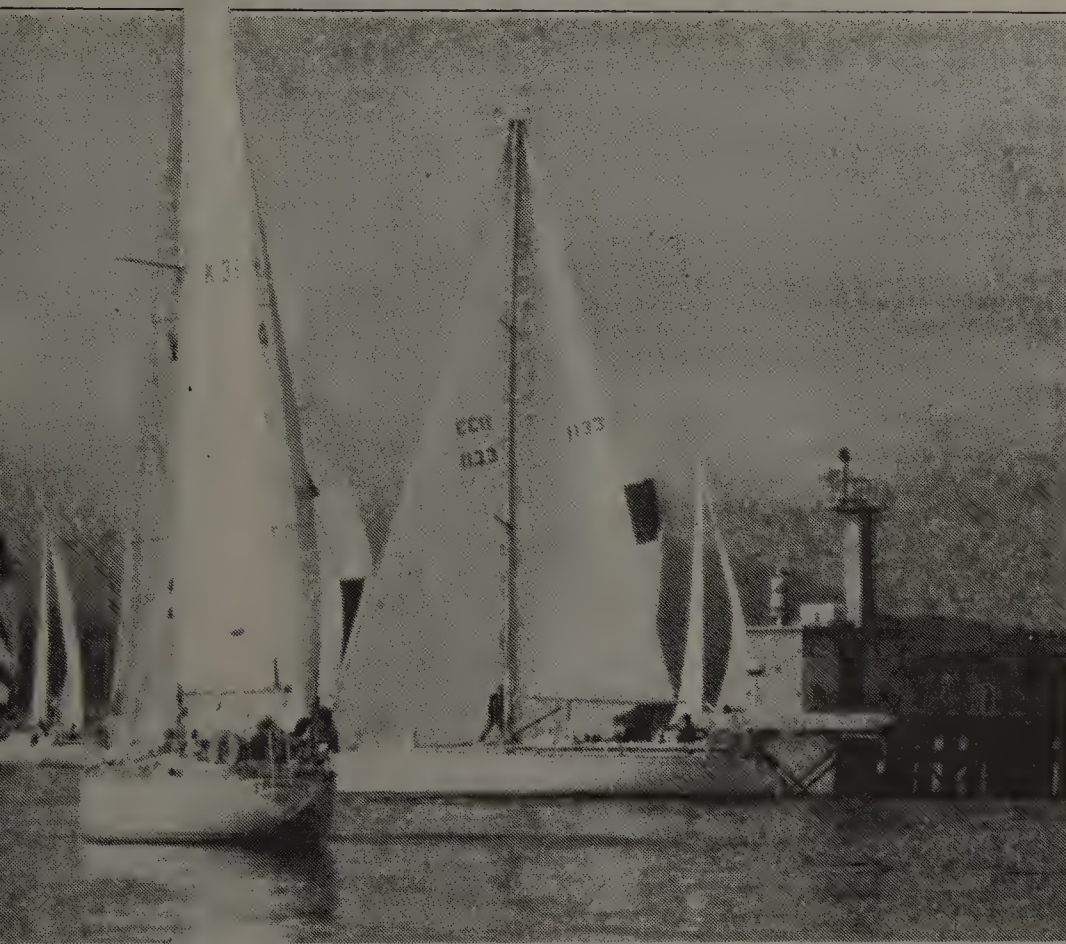
LATITUDE/ROB

Sweet! The brand new Antrim 27 was spotted flying low across the Bay last month.

a healthy 4.8-knot ebb on the cloudy afternoon of Sunday, December 8. Race chairman Pat Broderick elected to start and finish

7) **Sonita**, Craig Page; 8) **Dianne**, Stephen Hodges; 9) **Desperado**, Mike Bruzzone; 10) **Archimedes**, Dick Swanson. (27 boats)

MOORE 24 — 1) **Free Flight**, Pat Mitchell; 2) **Hurricane**, Adam Sadeg; 3) **Hot Rod Lincoln**, Charles Witcher. (8 boats)



The Teak Deck Regatta — painted ships on a painted ocean.

"It's working fine so far," claimed Broderick. "The cruising class is just for fun anyway, with no overall trophy awarded."

DIV. I (spinnaker < 150) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Power Play**, J/29, Gordon Smith; 3) **Jose Cuervo**, J/105, Sam Hock. (9 boats)

DIV. II (spinnaker > 150) — 1) **Hippo**, Smith 24, Team Wommack; 2) **Chorus**, Kettenberg 38, Peter English; 3) **Dulcinea**, Coronado 27, John Slivka. (11 boats)

DIV. III (non-spinnaker < 150) — 1) **Bacarat**, Peterson 34, Dave Reed; 2) **Fast Lucy**, Nonsuch 36, Mal Jendresen; 3) **Picaroon**, Santana 35, Mike Melin/Fred Hodgson. (7 boats)

DIV. IV (non-spinnaker > 150) — 1) **P-Trap**, Cal 20, Gerry Gorski; 2) **Tackful**, Santana 22, Cathy Stierhoff; 3) **Suncatcher**, Nonsuch 22, Sandra Bushmaker. (7 boats)

DIV. V (cruiser) — 1) **Ellan VannIn**, Gulf 29, Bob Garrett; 2) **Spike Africa**, Cal 20, Dennis Kavanagh; 3) **Tenaculous**, Islander 36, Roger Milligan. (6 boats)

Jack Frost Series

"Soggy and miserable, but otherwise pretty good racing," was how Rob 'Rain Dance' Moore summed up the second Encinal YC Jack Frost midwinter race on December 21. Only 41 boats, an all-time low for this popular series, ventured out for the 9.4-mile double windward/leeward course, which

was held in a 15-20 knot southerly and pelting rain.

"We're talking big, big drops of rain — the kind that sting your face," said Moore, the new EYC rear commodore (and *de facto* race commandant for the year). "Between the weather and the impending holiday, it's no wonder that so few boats showed up. Next time will be perfect, I guarantee it!"

Moore, incidentally, is a nice guy and an upstanding citizen with a real job (he's a computer consultant for Charles Schwab). No one should confuse him with a certain local yachting journalist who shares his name.

CLASS A (Santana 22) — 1) **London Calling**, Caroline Ross. (2 boats)

CLASS B (Columbia Challenger) — 1) **Runaground Sue**, James Van Blarigan. (2 boats)

CLASS C (PHRF > 180) — No starters.

CLASS D (198 raters) — 1) **Appie Ple**, Thunderbird, Austin O'Brien. (2 boats)

CLASS E (Catalina 34) — 1) **Allegro**, Jack Lambert; 2) **Orion's Way**, Kennemore. (4 boats)

CLASS F (156-179) — 1) **Zarpa** Newport 30, George Gurrola. (3 boats)

CLASS G (Catalina 30) — 1) **Goose**, Michael Moradzadeh. (3 boats)

CLASS H (PHRF < 96) — 1) **Bloom County**, Mancebo 31, The Ondrys; 2) **Je T'Aime**, J/42, Patrick Nolan; 3) **Family Hour**, Olson 30, The Bilafer. (7 boats)

CLASS I (97-116) — 1) **Swell Dancer**, Santana 35, Jim & Elin Graham; 2) **Cabaret**, Oyster 35, Bill

Keith. (4 boats)

CLASS J (sportboats) — 1) **Azzura 310**, Azzura 310, Sven Svendsen. (2 boats)

CLASS K (Merit 25) — Pending. (3 boats)

CLASS L (117-155) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Screamer**, Capo 30 mod., Dick Horn; 3) **Echo**, Wylie 34, Hillair Bell. (7 boats)

Teak Deck Regatta

Seventeen boats participated in the second annual Teak Deck Regatta on Saturday, November 23. Hosted by Richmond YC and sponsored by Leech & Rudiger Sails and Keefe Kaplan Maritime, Inc. (KKMI), the low-key event was open to all larger, heavier boats with teak decks. Boats like this prefer a stiff breeze, which was about the only thing missing from the otherwise fulfilled day.

The course was meant to take the fleet from the Richmond Riviera over to Southampton Shoals, then up to The Sisters, and back by way of The Brothers. Due to fickle winds and a fierce ebb, the race committee elected to end the race short of the Sisters.

Tom Mitchell's Swan 53 *Mistress* won Division I, followed by Sy Kleinman's Frers 58 *Swiftsure*, Jim Starr's Baltic 51 *Rascalion*, and Jack Cahill's Baltic 51 *Sirius*. Jean Bernard Duhler's Swan 47 *Tacony Palmyra* topped Division II, edging out Dale Parrshall's Baltic 38 *Giggles* (ex-Gemini) and Mac Lingo's Swan 44 *Kaya*. It wasn't a good day for non-spinnaker boats, as the only boat to finish in that class was Hugo Bogren's Swan 38 *Mahal*.

The party afterwards was apparently a raging success, with over 150 people attending. It featured a steel drum band, Jamaican cuisine, lots of trophies, and a raffle for various prizes donated by Leech & Rudiger, KKMI, JP Riggings, Armchair Sailor, and Headsail Regatta Wear.

"Everyone had a fun day, even if the racing wasn't exactly the best," claimed Mark Rudiger. "We're thinking about holding another Teak Deck regatta in the spring, with the idea of doing two a year at different venues around the Bay. We're hoping to pick up where the Swan regattas left off."

Race Notes

Zut alors! Barring a breakdown, 37-year-old French solo sailor Christophe Auguin will win the third **Vendée Globe** with his Finot-designed *Géodis*. With half the course now behind him, Auguin is running an improbable 900 miles ahead of his nearest rival, Canadian Gerry Roufs — the biggest lead ever amassed in the VG. Auguin just passed 500 miles south of Tasmania and is headed for Cape Horn. He's running six days ahead of Titouan Lamazou's '89-'90 record of 109 days.

Four competitors, including his main

COURTESY KKMI

THE RACING

rivals Isabelle Autissier and Yves Parlier, have already been knocked out of the race. Despite the lack of competition, Auguin isn't taking his foot off the pedal. During one 24-hour period, he logged 374 miles — a teeth-rattling 15.6-knot average, and a new VG record! He logged 1,050 miles in three days over the same period.

Auguin, well-known for winning the last two BOCs, survived a scare as we went to press: A breaking wave capsized his boat briefly, throwing him out of bed and up on deck in 35-40 knot winds. Luckily, *Geodis*,

owner, having just bought Alan Weaver and Warren Sankey's second boat. Rettie has named the boat *Demi Onze* (half of 11, *en français*). "We've got seven 5.5s lined up to sail the Brunch Series next month!" enthused Weaver. "We're trying to build the fleet up, and are considering raiding Southern California for more 5.5s. Please call me at (510) 521-0905 if you've got one you're willing to part with."

Bronze gods: US Sailing has named **Courteney Becker-Dey** (The Dalles, OR), the Olympic bronze medal winner in Europe

the top Team of the Year. Congratulations to all. . . And on the subject of gods, we're pleased to note that **Buddy Melges**, the 66-year-old Wizard of Zenda, is recovering nicely from his mid-November quadruple bypass.

Time for time on time? December's *American Sailor* includes an excellent article called "**The Racer's Guide to Time-on-Time Scoring.**" It not only explains how this system works, but why it delivers a more accurate reflection of relative performance than traditional time-on-distance scoring. Many of the Bay's more enlightened yacht clubs are already using this system (e.g.,



More new boats! Above, Doug and Dave Hodges enjoying the WylieCat 17. Right, Jim Maloney breaking the speed limit on his 49er.

sailing at 13 knots under triple-reefed main alone, popped back up and took off again like nothing happened. The huge breaking wave came from the south, and appeared to have been created when an iceberg slid off an ice field.

Sale boats of the month: The pretty blue SC 70 **Chance** was finally sold in November to Mike Brotz, who will campaign the boat on the Great Lakes. . . **Ragtime**, the 30-year-old plywood Spencer 62 of TransPac fame, was recently sold by Pat Farrah to Scott Zimmer of Newport Beach. . . Jeff MacDougall of Tiburon just bought Bill Riess's class-winning Olson 25 **Vivace**. . . Kentfield's Dave Fain has purchased an Olson 911-S which he renamed **Shanti** (ex-First Choice). Fain sold his previous steed, the 11:Metre **Mach 11**, to East Coast transplant Thomas Atwood several months ago.

Bang for the buck: **Mike Rettie** is the latest Oakland Estuary-based **5.5 Meter**



BOTH PHOTOS LATITUDE/ROB

dinghies, their Female Athlete of the Year. Paralympic bronze medalist John Ross-Duggan (Newport Beach, CA and Orlando, FL) was named top Male Athlete, while our local Soling team of **Jeff Madrigali, Kent Massey and Jim Barton** was honored as

Saint Francis, Richmond, Corinthian, Tiburon) and more are sure to follow as racers and race committees begin to see the light. "We (the PHRF board) have been looking at time-on-time a lot lately, and feel that YRA should at least be considering this

1997 Puerto Vallarta Race Entries

option," said PHRF grand wazoo Dave Few.

TransPac news: A **Reichel/Pugh turbo sled** is currently underway up at Jim Betts' Lake Tahoe shop for Bob McNeil, a Star sailor from St. Francis YC, and his partner, John Parrish of San Diego. The new boat was designed to the '97 TransPac rating limit, and will be a serious contender to break *Merlin's* 20-year-old TransPac record. According to Jim Pugh, the new boat will be 74 feet long, weigh about 30,000 pounds and have a similar sail plan as the turbo sleds. It should excel on the top half of the TransPac course, if not the whole 2,216 miles.

Long Beach's **Linda Elias**, who recently won the prestigious Women's One Design Challenge in Catalina 37s, has unveiled plans for another all-woman effort in the upcoming TransPac. Her experienced team will include tactician **Betty Sherman**, Camille Daniels, Betsy Crowfoot, Pam Dodd-Millett, Lise Evaul, Jean Morris and Karen Nordin. The women hope to charter a competitive boat in the 50-70 foot range, and are aggressively seeking sponsorship to the tune of \$60,000.

Odds and ends: The **Cal Cup**, California YC's Memorial Day Weekend extravaganza, will once again be a clash of the titans. ULDB 70s and turbo sleds have been invited back, displacing Melges 24s after just two years. The boats will have to be in TransPac trim, which could shake up the normal pecking order a little. . . **Omohundru**, the Minden, NV, carbon fiber sparmaker, just declared Chapter 11. About 30 people were laid off while the company ponders its future. . . Meanwhile, Sparcraft is making a carbon fiber rig for Colin Case's Schumacher 39 **Reddivist**, which lost her aluminum mast in a midwinter race last month. The new rig won't be installed until February, and Case has scrubbed his plans for the upcoming PV Race and MEXORC.

Speaking of which, the **Puerto Vallarta Race** is shaping up to be a little smaller than originally predicted. *Swiftsure II* also pulled the plug due to owner Sy Kleinman's business commitments, but the boat apparently will be in March's Cabo Race. However, the Bay Area will be well represented by the Mumm 36 **Blue Chip**, the SC 70 **Mirage**, the SC 52 **Elyxir** and a brand new boat, Tom Petty's Wylie 60 **Roxanne**. The latter boat just came down the hill from Jim Betts' shop, and is being put together at Nelson's Marine in Alameda. Presently, 32 boats are entered in the PV Race — 19 racers and 13 cruisers (see box).

Grand prix notes: Ken Morrell's *Defiance* took the first One Design 48 Palm Beach

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Yacht Club</u>
TURBO SLEDS (Start: Saturday, January 25 at 14:00)			
<i>Cheval</i>	Andrews 70	Hal Ward	California
<i>Victoria</i>	Andrews 70	Mike Campbell	Long Beach
ULDB 70s (Start: Saturday, January 25 at 13:00)			
<i>Evolution</i>	SC 70	Brack Duker	California
<i>Grand Illusion</i>	SC 70	Ed McDowell	King Harbor
<i>Mirage</i>	SC 70	Jim Ryley	St. Francis
<i>Orient Express</i>	SC 70	Peter Tong	Long Beach
<i>Ragtime</i>	Spencer 67	Scott Zimmer	N/A
<i>Taxi Dancer</i>	R/P 70	Don Hughes/Bob Richardson	Santa Barbara
ULDB 50s (Start: Thursday, January 23 at 13:00)			
<i>Bay Wolf</i>	SC 50	Kirk Wilson	Cabrillo Beach
<i>Climax</i>	Barnet 52	Alec Oberschmidt	Southwestern
<i>Elyxir</i>	SC 52	Paul Ely	Coronado Cays
<i>Persuasion</i>	Excel 53	Bob King	N/A
<i>Stealth Chicken</i>	Perry 56	Bruce Anderson	Voyagers
PHRF - A (Start: Thursday, January 23 at 13:00)			
<i>Atalanta</i>	Tripp 73	Richard Hedreen	Corinthian
<i>Bushwacker</i>	J/160	Harry Smith	California
<i>Obsession</i>	S&S 70	Paul LaMarche	Sloop Tavern
<i>Roxanne</i>	Wylie 60	Tom Petty	Tahoe
PHRF - B (Start: Wednesday, January 22 at 13:00)			
<i>Blue Chip</i>	Mumm 36	Walt Logan	San Francisco
<i>Bolt</i>	Choate 41	Craig Reynolds	Balboa
<i>It's OK!</i>	Andrews 43	Lewis Beery	Balboa
CRUISING CLASS - A (Start: Friday: January 17 at 13:00)			
<i>Amazing Grace</i>	Farr 55	Allen Puckett	Balboa
<i>Ariel</i>	Tradewinds 40	Hugh McIntyre	California
<i>Imagine</i>	Catalina 42	Patrick Mickle	Dana Point
<i>Sirlus</i>	Baltic 51	John Cahill	Seattle
<i>Snook</i>	Beneteau 44	Stephen Valensi	Del Rey
<i>Stargazer</i>	Nautical 60	Michael Rutman	So. Bay Yacht Racing
CRUISING CLASS - B (Start: Friday: January 17 at 13:00)			
<i>Doctor's Orders</i>	Peterson 46	Norman Carabet	Del Rey
<i>North Star</i>	Morgan 452	Michael Kaplan	Del Rey
<i>Sea Dancer</i>	Ericson 35	Al Wheatman	California
<i>Seaker</i>	Cal 46 Mk-I	Wes Stone	Cabrillo Beach
<i>Significant Other</i>	C&C 39 Landfall	Scott Adam	California
<i>Star Bright</i>	Morgan 43	Gerald Mark	Del Rey
<i>Vlanne</i>	Morgan 38	James Sinclair	Del Rey

(Florida) Invitational Regatta on December 6-8 over four other sisterships. Morrell, a real estate developer who also races a Swan 68 out of Annapolis, shared the driving with Terry Hutchinson, while **Dee Smith** served up the winning tactics. John Koliou (*Abra-cadabra*) finished second; guest skipper Marda Phelps, who owns the SC 52 *Marda Gras* in Seattle, and Dick DeVos sailed *Windquest* to third. Eight 1D-48s are expected to hit the line at Key West Race Week. . . **Morgan Larson** is turning heads Down Under in his debut on the Aussie 18 circuit. He just placed fourth out of 14 competitors in the mostly light air Auckland leg of Oracle Grand Prix's 5-legged tour. Another skiff rookie, reigning world match racing champion Russell Coutts, finished mid-fleet.

Closer to home: Nineteen boats sailed in the second **South Bay YRA midwinter race**, hosted by San Leandro YC in frustrating and fluky conditions on December 14. Class winners were *Tight Squeeze* (C&C 29, Wayne Yacoots), *Chablis IV* (Cal 25 Mk. II, Dave Few) and *Summertime* (International Folkboat, Luther Izmarian). . . Lake Merritt SC's **Edna Robinson Memorial Midwin-**

ter Regatta began on December 14 with three races in a variety of conditions. Class winners of the lightly-attended event were Dan Ouellet (JY-15), Jimmy Kearney (Super Sunfish) and Tom Burden (El Toros).

Seventeen boats sailed in the first **Alameda YC Midwinters** on the Estuary last month, with the following class winners: *Drummer* (Columbia 5.5, Weaver/Sankey), *Lelo Too* (Tartan 30, Emile Carles) and *Spridle* (Catalina 22, Mike Faber). . . The **Santa Cruz YC Midwinters** on December 21 were canceled due to marginal weather and a minus tide which would have made transiting the harbor entrance tricky. "It was pouring rain, blowing 20-30 knots, and wouldn't have been much fun anyway," noted Eric Malmberg.

Meanwhile, overseas: New Zealand and Great Britain are the first two nations to announce teams for next August's **Admiral's Cup** in England. The Kiwis will send the under-construction Taylor 46 *Numbers* (Russell Coutts), the ILC 40 *Mean Machine* (Tom Dodson) and a brand new Mumm 36, to be called *Georgia Express* again, for Jim Farmer/David Barnes. Great Britain will send a new Corel 45, the ILC 40 *Easy Oars* (ex-

THE RACING SHEET

Pigs in Space) and a Mumm 36. . . Nearly 100 collegiate sailors sailed in the **Eighth Annual Japan/U.S. Goodwill Regatta** off Tokyo in early December. Though the U.S. won the Snipes and 420s, the Japanese completely dominated the 470 class, a rather technical design that most U.S. sailors had never sailed before. When the final team scores were tallied, Japan — *gasp!* — had won its first Goodwill Games ever.

The blackboard over the bar at the RYC Small Boat Midwinters said it all: "**Julio Magri**, *Un Hombre Magnifico*, RIP." Magri, an I-14 sailor who also raced and cruised his J/33 Lobo shorthanded, succumbed to cancer last month at the too-early age of 52. A nice guy, brilliant surgeon and enthusiastic sailor, he'll be missed. . . Speaking of Richmond YC, the following item ran in their latest newsletter: "I'm deeply in awe. I never, ever expected this. I gotta figure out how I got it first." That was **Dave Hodges's** reaction to being elected RYC Yachtsman of the Year, a well-deserved honor after winning both Moore 24 and Express 27 national titles last summer.

It's Miller time: Greenbrae's Paul Miller reports, "Uncharacteristic weather chal-

COURTESY PAUL MILLER



Paul Miller (#212) and Mark Hughes (#177) hit the starting line at the IC Worlds in Oz.

lenged the 57 International Sailing Canoes from seven countries that travelled to Port Stephens, NSW, Australia for the **13th World Championships**. Adding to the holes and big shifts, 25-40 knot squalls frequently rolled through, flattening the fleet. At one point every canoe was capsized! Given the fickle wind, only six races were

sailed, including three on the last day.

"Eight Bay Area canoes made the tre with **Erich Chase** the top local and American finisher in 8th place. Del Olsen was 13th, I tied for 20th. Other competitors were Dave Miller (the only woman in the fleet), Bruce Bradfute, Gary Boell, Fran DeFaymore and Mark Hughes. Robin Wood of Great Britain won his third title, and the Brits took the New York Cup, the second oldest yacht racing trophy, over Sweden, 2-1."

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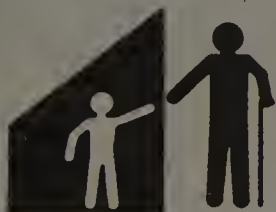
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CHANGES

With reports this month from **Adana** on the crowded conditions in New Zealand; from **Points Beyond** on a short cruise to Havana; from **Maluhia** on Samoa and Fiji; from **Serenidad** on a sudden discovery in Banderas Bay; from **Different Worlds** on an exciting year in Mexico; from **Neeleen** on Raiatea, Samoa, Wallis, and Fiji; from **Lindsay Christine** on a startling nighttime boarding off Nicaragua; and **Cruise Notes**.

Adana — Baba 35 Gene Mimmack & Robbie Springs Boycott Of New Zealand A Bust (Alaska)

During a telephone interview from Auckland in mid-December, Gene Mimmack reported that this season's cruiser boycott of New Zealand over the controversial Section 21 regulations has been a complete flop. This opinion had been seconded by Tom Scott of the Menlo Park-based *Nepenthe* and others.

"New Zealand is so overwhelmed with foreign cruising boats this year," reports Mimmack, "that it's almost impossible to find a spot for your boat. Whangarei, always a popular destination for foreign cruisers, never completely filled up in the past. This year it's packed. It's so full that many cruising boats are resting in river mud at low tide, and about 30 others have already been turned away. And boats are still coming looking for space."

Westhaven Marina in Auckland, which is a boomtown in anticipation of the America's Cup, has an occasional opening. It doesn't allow liveaboards, however, so it's of little use to most cruisers.

"We're up at Gulf Harbor Marina," Mimmack continues, "a new 900-berth California-style marina about an hour north of Auckland. There are lots of condos with docks in the back, and the Kiwis — because their economy has been roaring — have been snapping them up like crazy. The marina is almost full with Kiwi boats, but

there's a dozen or so of us foreign cruisers, too."

Section 21 mandates that foreign cruisers can't clear out of New Zealand without getting an inspection of their vessel and safety gear. Cruisers vociferously objected when it was first instituted two years ago, believing it was a violation of international law and established a terrible precedent for other countries. This year's cruisers don't seem to share those worries.

"The Section 21 business hasn't been a concern of any of the cruisers we met in the South Pacific," says Mimmack. "It's not even been a topic of conversation. There was a rumor that it's been suspended or something, but nobody has cared enough to even find out."

A much more popular subject is the price of marine gear and hardware — which is considered outrageous by everyone but the crew of a French boat. "We paid \$6 each for a bolt with a nut and washer! says Mimmack. "As a result of such prices, everybody is getting together to make big orders with West Marine. If you have a Customs slip, you can import boat gear duty free. Labor, at \$15/hr., is still considered to be reasonable. But with the New Zealand marine industry pumping along, it's not always easy to find."

— *latitude 12/10*

Points Beyond — Shannon 38 Devan Mullins & Friends Cuba, For The Second Time (Stockton)

We arrived in Cuba on November 11, the day before the start of the 4th International Congress on Disasters. Seriously. What better place to hold that congress than in Havana? All right, Cuba isn't a disaster, it just hasn't been painted in 35 years. But we weren't complaining. We were happy to be in Havana's Hemingway Marina rather than out getting tossed around by the Gulfstream. Besides, the Cubans are incredibly friendly, the countryside beautiful, and the architecture a joy to behold — even in its current state of disrepair.

We sailed to Havana from Key West, a mere 90 miles, aboard *Points Beyond*, my Shannon 38. Along for the trip were my brother Kevin, who is fluent in Spanish;



Marcus, a retired Air Force colonel; and West, a lawyer — just in case.

Some may recall reading about *Points Beyond* before in *Latitude*. My wife, Alisa, and I left Stockton in October of '93, and sailed to Florida via the Panama Canal. We had a couple of near disasters on that trip. First there was the 'babe boarding party' in San Diego, where I helped my wife fend off dozens of women in scanty Budweiser swimming suits trying to conduct a photo shoot. A few months later in Key West, there was the incident with the contestants in the Hawaiian Tropic tan competition. But shortly after arriving in Florida, we left the boat on the hard to collect sunshine. After 'doing' the northeast coast of Cuba for nearly two weeks aboard *Big O* this May, however, I wanted to return with my own boat.

We departed Key West after the finish of the international offshore powerboat races, complete with two dozen helicopters buzzing like flies over the stinkpots. While those boats could have blasted the 90 miles to Havana in less than an hour, we had to make a more leisurely overnight passage. Transiting the Gulfstream was easy, as we had a 25-knot breeze and 8-ft seas on our stern.

Places like Whangarei are crammed with foreign cruising boats, as this year's yachties don't seem inclined to challenge Section 21 regulations.



LATITUDE 38/RICHARD

POINT BEYOND



Mullins at a hotel overlooking Hemingway Marina, and with his boat and crew. The marina is actually a pre-Castro housing project.

I'd never sailed into Havana, but the cruising guide made it clear that the entrance to Marina Hemingway is a 150-ft wide passage between two reefs. As we approached, I began to worry about taking *Points Beyond* through the narrow entrance — which is unprotected and would be totally exposed to the following seas. I conjured up images such as those wild pictures of boats crashing through the Columbia River bar. So after thinking about it, we threw some salt over our left shoulder, flew a black cat from the starboard spreader, and slid through the marina entrance without creating our own disaster. Just as we breathed a sigh of relief, we noticed the gallery of officials that had been nervously watching us for the same reason we all watch stock car races — to see death and destruction. They smiled through their disappointment, however, and welcomed us to the Workers' Paradise.

Also attending the 4th International Congress On Disasters was Alabaman Bob Mashburn with his newly acquired Ericson 34 Day Tripper. His inadvertent journey to Cuba was considerably more interesting than

ours. [See this month's Sightings.]

We had no trouble checking into Marina Hemingway, where the officials were courteous and efficient. The medical doctor informed us that tourists enjoy free health care just like the locals — and with no co-pay! Agriculture inexplicably quarantined just half of our chicken breasts and the openly visible eggs. That left us with the age old dilemma of what to eat first: the remaining chicken or the eggs we'd hidden from officials.

Soon we were shown where to tie up along one of the four semi-circular canals in the marina, and the electrician wired us into the power grid. Electricity, we found, is just one of many things you can't rely on getting in Cuba. The sometimes dribbling shower, bathroom and laundry facilities were presided over by helpful attendants doling out abrasive toilet paper. At the end of the marina is a Canadian operated hotel with a marvelous rooftop view — which is shared by tourists and military coastal observers.

The marina officials cautioned us against purchasing cigars at places other than 'dollar stores' reserved for tourists. Since the U.S. government has decreed that it's illegal for Americans to spend money in Cuba, we didn't have anything to worry about. We refused to even consider 'trading with the

enemy', and thus turned down all the many opportunities to purchase Cohibas and Monte Cristos at \$20/box.

We also declined to support the local prostitutes, who came knocking on our boat during the evening hours. One followed Kevin into the bathroom and pushed open the door to his stall — at least that's the story he told us and his wife. Widespread prostitution seems to be an unfortunate side-effect of desperate times in a country where the average monthly wage is somewhere around \$10.

The prohibition against spending money in Cuba doesn't apply to the CIA, of course, which is setting up shop in the new six-story Swiss Embassy. They had hundreds of shipping containers outside and a contingent of U.S. Marines inside. Don't forget that we Americans also have a naval base in Cuba!

Everybody in Cuba knows about the duplicitous U.S. government policy toward Cuba, but what they didn't know is that our crewmember Marcus used to fly U-2s and SR-71s. Of course, these planes never ventured anywhere near Cuban airspace — except for October 27, 1962 — which happens to be the day I was born — when one was shot down over Cuba.

Lying in state at the Revolutionary Museum next to the carcass of that shot down U-2 is an old wooden powerboat called the *Grandma*. In fact, she's hermetically sealed by bulletproof glass — the way a good wooden boat needs to be treated. Fidel and his followers came to

The most successful entrepreneurs in Cuba, tragically, are young women — often blonde — who rent the use of their bodies to tourists.



LATITUDE 38/RICHARD

CHANGES

Cuba from Mexico aboard this boat to start the Cuban Revolution, creating the current scarcity of paint and consumer goods.

We originally planned to stay in Cuba for only a few days, but the same northerly system that brought *Points Beyond* and *Day Tripper* down from Florida conspired to keep us there. We listened to the daily forecast from Key West of 30-40 knot winds — and paid special attention to the "seas 9 - 12 feet, higher in the Gulfstream". We sent dire faxes home from the hotel, telling relations we might not make it home for Christmas!

Since taxis are plentiful in Havana, we made friends with a driver who hauled us around town and countryside — all free of charge, of course, so we wouldn't be 'trading with the enemy'. We visited a beautiful national park with spectacular views and had coffee at a 400 year old coffee plantation. The place had been built by the French, who used slave labor to manufacture the popular drug of the time — caffeine. The stuff was then mixed with hot water to become a brown liquid before being ingested by the locals. Kevin swears you can find the same stuff at Starbucks, and got into the habit of drinking several cups a day.

We visited El Morro, the humongous old stone fort guarding the entrance to Havana Harbor. Inside the fort are the 'Twelve Apostles', the name given to a dozen strategically placed rusty cannons that were once able to eviscerate attacking enemy ships. We scampered up to the still-operating lighthouse with its spectacular view of the city, and scribbled our names on the graffiti-covered walls. These walls are about the only thing in Cuba that get a periodic coat of paint. We did the same at a famous local cafe that hadn't seen paint in 35 years.

We aren't the partying types, but we wanted to see some traditional communist social sites — such as the disco in the basement of the National Theater. The place is pretty much limited to foreigners and prostitutes, because locals can't afford the \$5 cover charge. We didn't have to pay, however, as the deferential Cubans didn't want us to run afoul of the Helms/Burton Act. We took along our Cuban guide and her boyfriend, and they reveled in what — for them — was a rare opportunity to disco dance. One thing we still can't figure out: Why there are more blonde women in Havana than in Southern California?

We rode back to the marina in a '52 Chevy panel van powered by a Toyota diesel engine. There are plenty of old American cars in Havana — along with a brand new

Chevy Caprice we saw at the marina. When it comes to cars, Cubans still prefer to 'buy American'.

Several days later, we spent a special evening dining at the home of our friend and her parents. They were grateful for the items we were able to leave with them; things such as cooking oil, toilet paper, shoes, candles, shampoo, lotion, shaving cream, razor blades and other sundries. These items are not just expensive in Cuba, but almost impossible to find. What's easy to find in Cuba are friendly people. I've been to Cuba twice now, and never experienced any animosity because I was an American.

Just about the time we started running out of food and toilet paper, the weather changed. It was with mixed feelings that we wrapped up our participation in the 4th International Congress on Disasters. We had enjoyed our stay and promised to return. As we left Hemingway Marina and headed out into the Gulfstream, a pod of dolphins gathered under the bow of our boat and started singing *Kum Ba Ya*. Well, that's how Kevin — who hadn't had his cup of coffee yet — translated it.

Some people are still under the impression that it's illegal to take your boat to Cuba. It's not. In fact, just before we left



The entrance to Hemingway Marina (spread) can be treacherous. Yanqui yachties 'paint the town' while life on Havana's main street drags on.

Key West, we sent a fax to the Coast Guard to get our 'license'. They were real casual about it, faxing it back to us in about an hour.

We returned to Key West from Havana with four other U.S. boats. None of us were stopped or hassled in any way. When we arrived, we called Customs on the cell phone and they gave us an entry number. Immigration came down to the boat, spent a couple of minutes, then left. We were in.

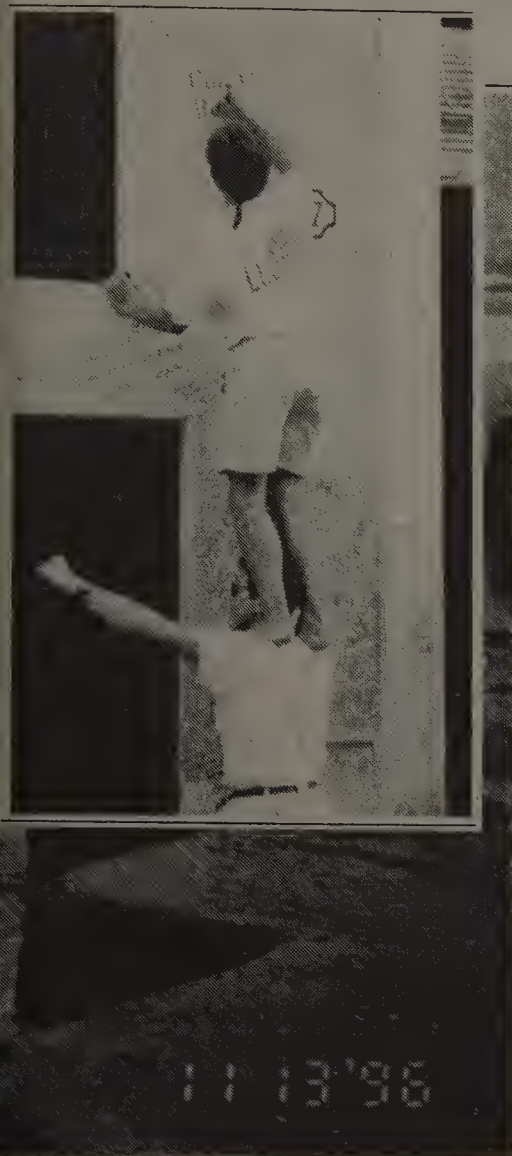
I've been to Cuba twice in the last eight months and would — like the rest of my crew — return in a heartbeat.

— devan 12/15/96

**Maluhia — 38-ft Steel Cutter
Hans Regnery & Judy Coulter
Lautoka, Fiji
(Honolulu)**

After eight months in Pago Pago, we sailed to Apia, Western Samoa. It was an overnight sail but took us to an entirely different world. Unlike Pago Pago, Apia is a clean and friendly city with a huge market where you can buy lots of veggies. There are also cheap taxis and there is much to see.

The only unpleasantness occurred when we went to check in and were met by Tino of



D. MULLINS & LATITUDE 38/RICHARD

buses on the island. Wallis has several nice anchorages, our favorite being at the small island just to the left after entering the pass. Unfortunately for Wallis' lagoon, much damage has been done to the coral by dynamite fishing. Gee, do you think this could possibly be the reason that there aren't many fish around?

We then sailed to Fiji and enjoyed a six-week haulout at Lautoka's Neisau Marine. We painted everything, so it was lucky that the yard is on the dry side of the island where the weather was superb. The yard has a 30-ton Travel-Lift and a skilled operator. If you want to leave your boat at Neisau during cyclone season, they just dig a pit for your boat's keel and then lower her in. More cruisers than ever opted to spend cyclone season in Fiji this year.

Not us, as we're on our way to New Caledonia for cyclone season. We will, however, return to Fiji next May because there's way too much of Fiji to see in just one go. Fiji is lovely, clean and, happily for us, another 'veggie heaven' with inexpensive local produce. We spent a very relaxing month in the Yasawas. To relax is the reason we cruise.

Thanks to you folks at *Latitude* for pointing out that 'living simply so others may simply live' is not enough advice for this modern world. So we've added a few more opinions to our weather clothes: 'Stop Pollution!' 'Stop Overpopulation With Birth Control!' And 'Don't Smoke'. We still feel that 'Live Simply So Others Can Simply Live' is good advice for those of us already on this earth. We also feel that it's particularly good advice for Americans, who make up only 5% of the world's population yet consume 40% of the earth's resources.

Sa oti for now, and senga na lenga!

— hans & judy 11/18/96

Hans & Judy — We were pulling your leg

'Maluhia's' weather cloths serve a double purpose; the kept the weather out, and to get Hans and Judy's messages out.

a little, as we think the 'Live Simply So Others May Simply Live' is an admirable philosophy. Equally true — and perhaps more effective for generally self-absorbed Americans such as ourselves — would be: 'Live Simply So That Your Life And Living Space Don't Get Cluttered Up With All Kinds Of Crap That You Don't Need, Never Really Wanted, Don't Bring You Happiness Anyway, And The Packaging Of Which Is Soon About To Overflow The Landfills Of The World'. But that probably wouldn't fit on your weather clothes.

By the way, we did some research on battery replacement for your ACR EPIRB. Unless you're back in the States, it's an ugly problem without a seemingly good solution. One bright spot — as dim as it might be — is that although EPIRB batteries are said to be good for only five years, they're actually supposed to have full power for 10 years. But you didn't hear that from us! By the way, the replacement battery alone is \$600.

Serenidad — Catalina 30

Dick Dumas

Finding A New Rock

(San Diego / Puerto Vallarta)

Serenidad discovered an uncharted submerged rock on November 20 at 0757. The rock is located between Punta de Mita and La Cruz de Huanacastle, which is in Banderas Bay just north of Puerto Vallarta. The rock is approximately 5.11 miles WSW of the La Cruz breakwater at latitude 20°45'.046, longitude 105°28'.154. This is about a quarter mile off a sandy beach in an area where the depth is mostly 20 feet or more at low tide.

Based on the point of impact being 18 inches up from the bottom of our keel, the rock was within five feet of the surface when we struck it. Other parts of the rock — if they exist — may be even higher. There was no 'warning' on the surface of any imminent danger, so I speculate that it's probably a pinnacle type rock. I did not, however, stick around to investigate.

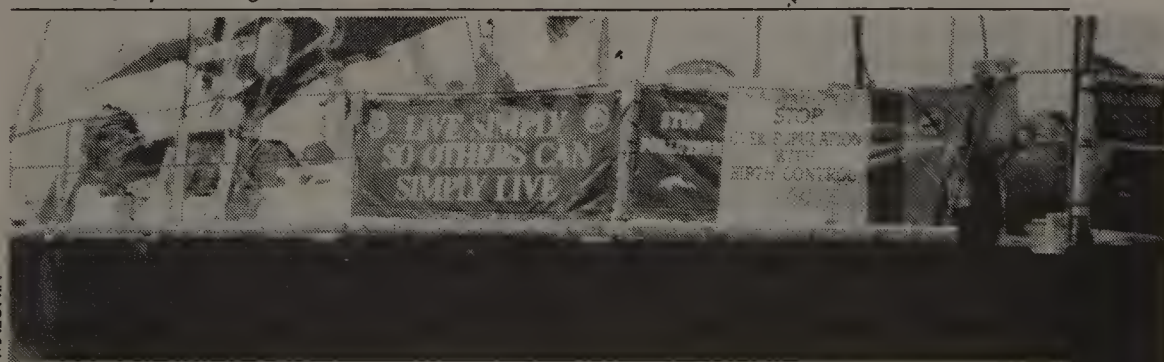
Slade Yacht Service aka Yacht Help. Tino led us to believe that you need to pay him \$30 in order to clear in to Samoa. That's not true, as you can use his service or do it yourself for nothing! Yacht Service can streamline the process by picking up the officials and so forth, but you can do it yourself if you want.

While on the subject of irritations, we've spent the last eight months trying to get ACR Electronics to respond to our questions of where to send our EPIRB for battery replacement and how much such a replacement would cost. So far they have ignored us.

There are companies, however, that answer inquiries and stand behind their products. We recently had another good experience, for example, with West Marine. Another company that deserves mention is Nicro Marine of the Bay Area. When one of our large jib blocks failed, we returned it to them and got swift satisfaction. Magellan was also good. When you're overseas and have a problem with your gear, good service is so important.

We next visited Wallis Island, where we had no trouble with the pass. The French are friendly and pleasant, the island is beautiful, and it was no problem to hitchhike around to sightsee, shop, or check in at Mata Utu. It's a good thing, too, because there are no

MALUHIA



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We'd been travelling under power at about 3 knots in flat seas just prior to the contact and a bone-jarring halt. The damage was limited to a six-inch section of the leading edge of the keel, which was torn and peeled back to resemble the mouth of a great white shark. This rock is not indicated in *Charlie's Charts* or the *Mexico Chart Guide West*, as they don't have a chart for the eight-mile stretch of water between Punta de Mita and La Cruz.

The incident clearly demonstrates the need for extreme caution in the shallow and uncharted waters of Mexico, where many such obstacles remain to be discovered. By the way, locals have advised me that a 17th Century galleon has been discovered inside the estuary at San Blas, and that one cannon was recently recovered. Apparently this vessel discovered the famous San Blas sand bar after it was too late.

I'm hoping my Catalina 30 will not be an instrument in further discoveries of this nature.

— dick 12/5/96

Dick — Alan Olson would be sure to second your warning about uncharted submerged rocks along the coast of Mexico. About 10 years ago he lost his beloved *Stonewitch* — which he'd built from scratch in *Alviso* and made many long passages with — after striking an uncharted submerged rock just south of Tenacatita Bay.

You say the rock you struck is not shown in *Charlie's Charts* and *Mexico ChartGuide West* — for the simple reason that the stretch of coast is not covered in either guide.

Navigator's beware! Isla Isabella, as described by — from the left — 'Boating Guide To Mexico'; 'Mexico ChartGuide West'; and 'Charlie's Charts'.

You're at least partly incorrect, so we'll try to explain.

Our copy of *Mexico ChartGuide West* does cover that stretch of coast, albeit with a copy of 21017, which is a large scale chart for Cabo San Lucas to Manzanillo. Plotting the coordinates you provide would put you . . . well, on land! Thinking this impossibility

Cruz breakwater.

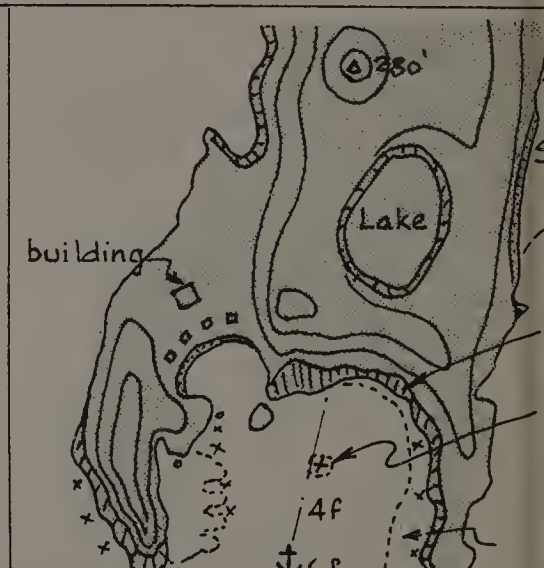
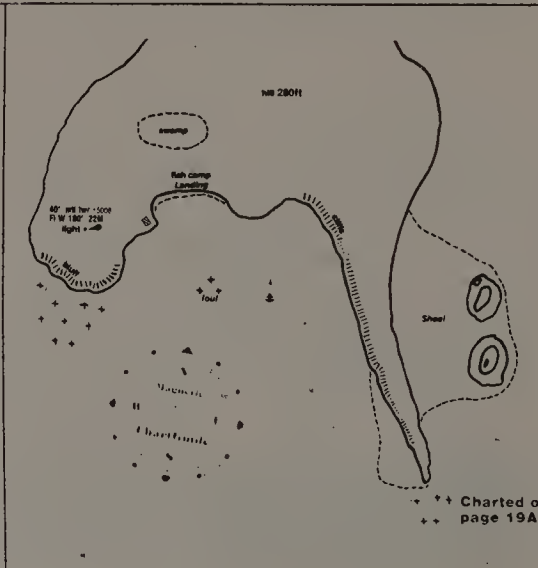
Don't get us wrong, we believe both your GPS and that you copied the coordinates correctly. The problem, we're certain, is the all too common one — especially with large scale charts — of the chart not being as accurate as GPS. We'll repeat this important information again: very few charts are as



might have been caused by *ChartGuide West* improperly laying down latitude and longitude scales, we checked our original copy of 21017. Nope, the coordinates you give for the submerged rock put you on the hard. In fact, based on the chart and the coordinates you gave, it would be impossible for the rock you hit to be WSW of the La

accurate as GPS. Almost all the charts of Mexico are off. Almost all the charts in the South Pacific are off. GPSs should probably have warnings about this right on their displays.

It's true that this part of the coast is not covered in *Charlie's Charts*, but you must remember that *Charlie's Charts* states it's not



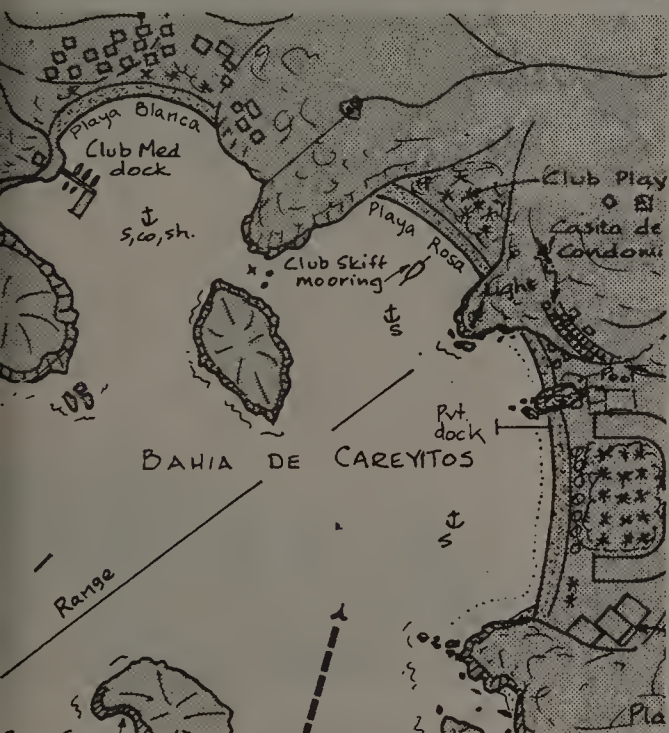
to be used for navigation — and for good reason. For one thing, the chartlets they provide are sometimes misleading. Secondly, in at least one instance they've left out extremely serious dangers. One night in February of '94, for instance, we came within about a mile of piling Big O up on Sacramento Reef — the one between Ixtapa

water over it, is reported on the charts near the middle of the channel between Punta Mita and the Marietas bearing 230°M 2.25 n.m. from Punta Mita." Hmmm, maybe the submerged rock you hit isn't that 'new' after all.

Alas, we can't have complete faith in the Boating Guide To Mexico because we just

you think you'll ever need, because you can't have enough. 3) Mexico is a beautiful country with happy, helpful, and generous people. We will truly miss Mexico and her people when we continue on to Costa Rica, Panama, the Galapagos and the South Pacific.

Our trip to Mexico started on October 30



and Z-Town — because it's not shown on Charlie's Chart's diagram of the area. Barely able to discern some suspicious dark shapes in our path, we decided to refer to Mexico ChartGuide West, which prominently shows Sacramento Reef and rocks. Needless to say, we abruptly changed course. We've never relied on Charlie's as a primary navigation source since. (We hadn't been relying on Mexico ChartGuide West as a primary source because of some horrendous errors in their hand-drawn charts — San Juanico, Isla Isabella, and especially Careyes — to name but a few.)

Incidentally, we're not singling you out for criticism, Dick. If the water was uniformly 20 feet deep, we almost certainly would have been sailing along there, too. We all need to be more careful and vigilant.

Personally, we have the most faith in a new cruising guide, John Raines and Pat Miller's recently published Boating Guide to Mexico. This is what they have to say about the stretch between Punta Mita and La Cruz: "Note: two dangerous submerged rocks lie at 20°45.61'N, 105°32.89'W, and 20°45.64'N, 105°33.16'W. A third rock, with three feet of

Careyes, as described by — from the left — 'Boating Guide To Mexico'; 'Charlie's Charts'; and 'Mexico ChartGuide West'. Who can you trust?

examined their chartlet of Careyes. It shows a depth of seven feet between one of the islands and land. We once tried to go between that island and land in a dinghy and couldn't make it. Take it from us, the passage between the island and land is much closer to seven inches than it is seven feet!

In closing, we want to assure everyone that we're not slamming any of the cruising guides — all of which we use regularly — merely reminding everyone of their critical limitations.

Different Worlds — Valiant 40 Al & Debbie Farner Fun In Mexico (Pt. Richmond)

Before we move on to a summary of our first 12 months in Mexico, we have some recommendations and comments: 1) Don't miss a summer in the Sea of Cortez. October is particularly nice. 2) Buy more fans than

of last year with a three-day passage to Turtle Bay, a two-day passage to Bahia Santa Maria, and finally an overnight trip to Cabo San Lucas. We had great fishing on the trip to Cabo, as Al landed a 54-inch wahoo, an eight-foot marlin, and a nice dorado in a two-hour period. I've rarely seen Al as excited as when he was reeling in that marlin!

After getting stuck in Cabo for 13 days waiting for mail, we sailed across to Isla Isabella, a bird sanctuary off the mainland coast. The water was so clear we could see our anchor in 35 feet. Lots of rocks and reefs made the snorkeling interesting. Late November found us at Los Arcos, a little further south. It was manta ray season, and Al and some friends not only swam with the creatures — which were at least 20 feet across — but also touched them! One caught its wing on a nearby boat's anchor chain and thrashed around to get loose. The ray was so powerful that it jostled the boat!

Continuing on our way south, we dumped the dink while attempting a beach landing at Chamela, then Al got in some sailboarding. A couple of days later, we had

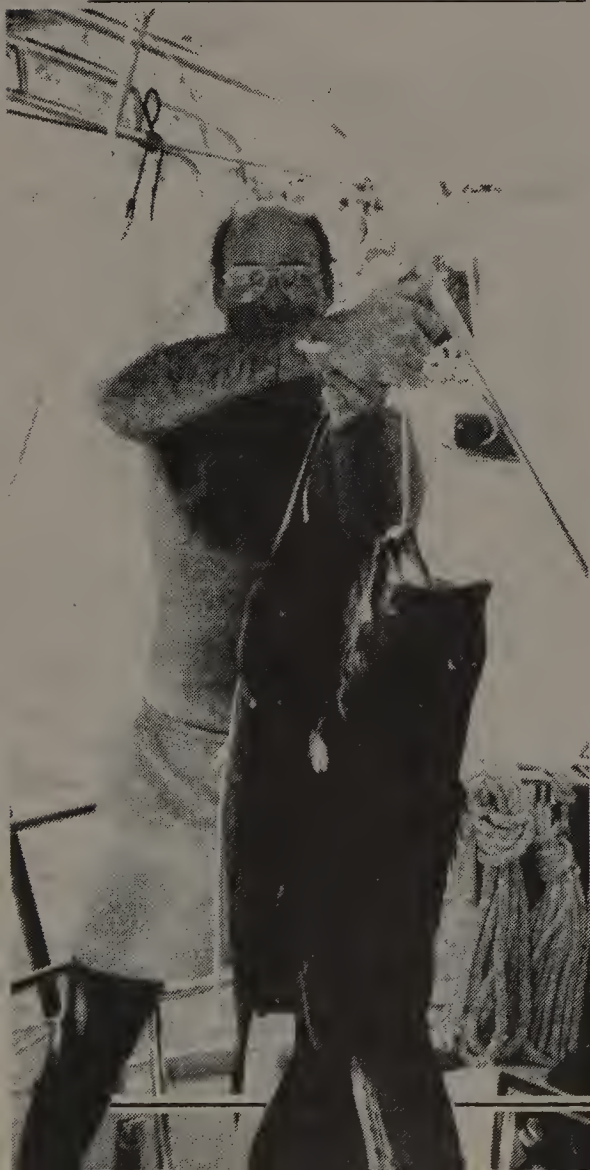
CHANGES

a nice sail to Tenacatita Bay, which has been our favorite place on mainland Mexico. The snorkeling is great, you can take a nice trip up the river, there are good places to eat on the beach, and it's just plain peaceful.

We arrived at Z-town at dusk on December 9, and I had a real scare while anchoring. The chain got away from me, and I wasn't able to let go of it until the last split second before my fingers were going to get jammed into the anchor roller! My arm was a bruised and beat up mess, and I actually went into shock just *thinking* about how close I came to having been seriously injured. I'm fine now, but I won't ever do that again!

Z-town is a great place, with nice beaches, many good restaurants, and so many things to do. No wonder there were 90 boats on the hook even before Christmas!

Doing well with the rod is just one of the reasons the last year of cruising Mexico has been so rewarding for Al and Debbie.



The daytime temperatures eventually cooled off to about 85°, but it was still very pleasant with the breeze.

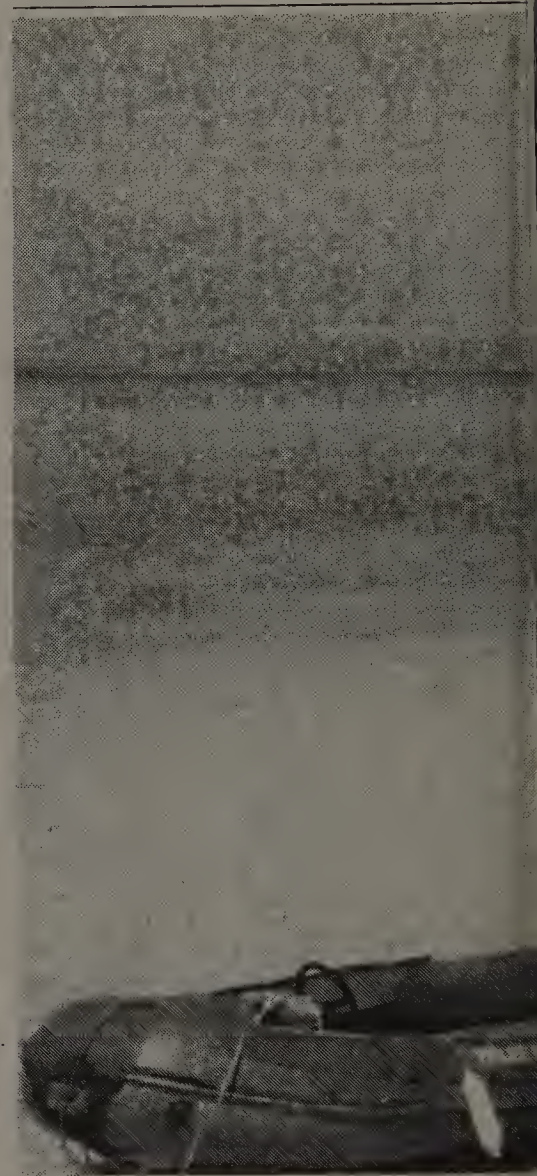
Folks might wonder what we do with all our time. Well, we do too! We try to take care of all our boat chores — varnishing, polishing, cleaning, and repairing anything that might have broken — in the morning when it's cooler. People say that cruising is 'fixing your boat in exotic places', but we haven't had anything break yet. After the morning chores, there are always raft-ups, beach clean-ups, volleyball games or what have you. Later, we dinghy to town to decide what to eat or bring to the next potluck. Shopping is an entirely different experience in Mexico, and one night Al and Jean of *Moonshadow* hosted a potluck featuring foods none of us had eaten before. We had jasmine flower juice, stuffed chayotes, different types of jicama dishes, chicken with various mole sauces, and lots of unusual fruits.

Then there's always dinghy trips to different places, and walking through town with our dirty laundry. We haven't done our own laundry since San Francisco because it's so inexpensive to have the locals to do it. By this time the busy day is almost over, and it's time for happy hour and dinner.

And from time to time we make trips inland. Last January, for example, we joined Jim and Pam from *Passages* on an 8-hour, first class bus trip to Mexico City. The bus only had 22 seats, but they all fully reclined. And like an airplane, the bus had movies and a stewardess. After a full day of exploring Mexico City, we found a decent room for only \$14. The following two nights we spent in a charming Victorian mansion that has been the home of the host Gonzalez family for four generations. This was a wonderful experience, as the family is well-bred and well-travelled. That was only \$26/night, and it was possible to eat all the meals with the rest of the family.

There is so much to see in Mexico City, so fortunately the French-developed Metro makes it reasonably easy to get around. The only problem with the Metro is that Al had his fanny pack stolen while boarding. He lost his credit cards, driver's license, passport, extended visa, prescription sunglasses and other stuff. Luckily he didn't lose too much money.

Thanks to a great effort on the part of a local who visited the U.S. Embassy and the American Express office, Al was able to get his wallet and his driver's license back. The passports, however, were gone. It was still a



great trip, however. As soon as we got our passports replaced, we slowly headed north toward the Sea of Cortez — which because of the summer heat is sometimes referred to as the Sea of Celibacy.

One of our first stops going north was Melaque, home to Philomena's famous — to cruisers — Los Pelicanos Restaurant. It's a great place to eat, drink, and listen to music. The Mexicans enjoy their music so much that they play well into the night — which is why we moved on after three days, eager to return to the quiet anchorages of Tenacatita Bay, our favorite. It was a 25-mile sail north in San Francisco-like conditions, meaning 25 knots on the nose. Most cruisers had gotten soft because of Mexico's very light winds and didn't like the heavy air. We loved it! Other folks think we're crazy, but it sure beats motoring.

We'd intended to stop at Chamela and Ipala again, but the weather was so good that we just kept right on going to Puerto Vallarta. Our philosophy is to keep going when the conditions are good. It means we miss some places we want to see, but they'll always be there. A couple of days later, our

Do you think life might be a little less complicated on the hook at Noe Noe, Raiatea, than back in urban California? Mais, oui!

friends arrived with tales of 35 to 45 knot winds.

We later made a day trip to the Tres Marietas, three islands at the mouth of Banderas Bay. Al and a friend went scuba diving with underwater scooters. Even those of us who decided to stay topsides got treated to a terrific whale and ray show. It was one of the high points of our trip so far.

Our next stop was at Chacala, where we and other cruisers helped the Habitat for Humanity folks build some homes for the less fortunate locals. For four days we layed bricks, mixed cement, moved rocks, and dug foundations — all by hand. The locals all helped, and were pleasantly surprised at how many cruisers lent a hand.

Our 36 hour-trip to Mazatlan proved to be our most uncomfortable to date. It wasn't that windy, but the seas were choppy, steep, and close together. We don't usually stay in marinas, but the brand new marina was so inexpensive that it was almost free. Harbormaster Dick Markie is a cruiser from

Alameda, and he made everyone feel at home. We ended up spending 2½ weeks in Mazatlan, and would have stayed longer if we hadn't had to meet friends over in Baja. There was so much to do — I even went to school to improve my Spanish. Mazatlan, which has both the new and old, is our favorite big city in Mexico.

Our two-day crossing to Baja was pleasant, but many boats that started a few days later got beat up. In any event, when we made landfall at Ensenada Grande at Isla Partida, it was so beautiful that we thought we'd died and gone to heaven! The water was wonderful shades of blue and vibrant with sea life. Above the surface, it was like the painted desert, with purple mountain's majesty and all that. As the folks on another boat commented, "Why did we even bother going across to the mainland?" (Actually, we wouldn't have missed the mainland for anything.)

After hanging out at the islands for a week, we finally called on La Paz. Many cruisers get stuck in La Paz and never continue on. The attractions are that it's relatively close to the States, you can still find everything you need, it's real Mexico, it has little tourist traffic, and your money goes

a long way.

Friends from our marina back home came down and chartered two boats, and we — including another cruising boat from our marina — went out to the islands. There were 14 of us aboard four boats. We had potlucks, a fire on the beach, a trip to find the tallest cactus — it was great to spend time with all the folks from back home. A short time later, some other friends came down and we headed back to the islands for two weeks of snorkeling, hiking, eating, clamming, more eating and drinking, digging up scallops — boy, did we have fun!

After that was Sea of Cortez Sailing Week at Isla Partida, which was packed with activities and another chance to meet lots of folks. As of that time, we'd been gone from California for 177 days. Of that time, we'd spent 16 nights at sea — which is our favorite time. We'd spend 34 other nights in marinas, and the remaining 127 nights at anchor.

Next month we'll tell you about our favorite anchorages in the Sea of Cortez.

— debbie 10/15/96

Neeleen — Whiting 45 Ralph & Kathleen Neeley Raiatea To Fiji (Incline Village)

After spending nine months in Raiatea, French Polynesia, in April we headed west to Pago Pago, American Samoa, Wallis Island, and Fiji. It must have been the wrong time of year, as most of the passages were rough, with some stormy weather. At least we made good time.

While in Raiatea, we have a very

The new marina at Vuda Point — at the western end of Fiji's Viti Levu Island — has room for 100 boats in the water and another 40 on the hard.



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accessible slip at The Moorings Dock, making it easy to get off the boat and into the wheelchair. The island's main town of Uturoa was easy to get around, and we made many friends at the market and shops.

Due to some intestinal problems, Kathleen had to spend 17 days in a public hospital at Uturoa. It was clean, the doctor conscientious, and the nursing staff adequate. The private room, with all medical services included, came to \$200 U.S. a day. Our medical insurance with Private Patients Plan International (Tunbridge Wells, Kent, TN1 1BJ, England) paid the entire bill as per our policy.

We did have a chance to do some cruising to the south end of Raiatea and Noe Noe Island. We also cruised all the way around the sister island of Tahaa. Since Raiatea and Tahaa are both inside the same fringing reef, it was easy to cruise without having to go out into the open ocean. Of course, we did Bora Bora, but anchored behind the small island on the southwest to keep away from the tourists.

Our son-in-law Kip joined us for the sail to Pago Pago in April. Our first stop was Maupiti, about 25 miles west of Bora Bora. Not many cruising yachts stop there, but the channel was well-marked with range posts and the lagoon was spectacular! The small town was quaint and the local people were not only friendly — but spoke English!

Due to stormy conditions that required us to change course to avoid thunderstorms, it took us six days to get to Surwarrow Atoll (Suvorov Islands). No other yachts were anchored in the lagoon and the caretaker hadn't returned, so we had the whole place to ourselves. There are not too many places left in the world where you can find uncluttered anchorages like Surwarrow! Ralph had 'fun' swimming around Neeleen with the black tip sharks — after he and the sharks had established their territories. We only got to spend three days at Surwarrow as Kip has to get back to work in California.

American Samoa's Pago Pago harbor was a shock to us after the lovely islands we'd visited in the past few years! The harbor was dirty and smelly from the tuna factories, and the lush countryside was littered with trash. It was sad to see how our American dollars were being wasted on this island. The shopping for American products was good. Consider this: 48 dented cans of 'cat tuna' for just \$2/US! Unbelievable. There was a hospital at Pago Pago, but the staff wasn't trained nor were the laboratory tests and medicines available to handle Kathleen's



intestinal problems.

We'd like to digress for a moment to answer a September inquiry about animals aboard yachts. We had our two old 'house' cats flown into Panama from San Francisco in '94. Previous to their arrival, we had all the paperwork done for them to be quarantined to our boat for 40 days. After the quarantine period was over and we paid our fees, there were no other problems. If the animal sails into Panama aboard the boat, the above quarantine does not apply.

There is no quarantine or fee to pay for animals arriving on boats in French Polynesia. The veterinarians we dealt with there spoke English, came to our boat to check on one of our cats when he got sick, and prescribed medicine that was reasonably priced.

We were supposed to pay a fee for the cats in American Samoa, but due to the graft in the Agricultural Department, they never showed up at our boat. We were told there was only one vet on the island, and he was so overworked that he didn't have time to worry about 'yachtie animals'.

Back to our cruising story. After 10 weeks

The Neeleys in Raiatea with Athena and Cerci, their two 18-year-old (!) cats. The felines have adapted well to life aboard.

in American Samoa, we sailed west to Wallis Island. Once we got close enough to the entrance to see the markers, it was easy to navigate the channel into the lagoon. The wind was blowing briskly from the northeast, so we anchored off the *motu* east of the entrance — instead of the roly anchorage off town. It was impossible to take the wheelchair ashore, so Ralph took pictures and we relaxed before the next leg of our voyage to Fiji. Since Wallis is French, there was no problem with the cats, although the price of food was extravagant.

After a fast three-day passage, we arrived at Suva on July 23. The anchorage off the Royal Suva YC was crowded, but we found a safe spot amongst a lot of cruising friends we hadn't seen in a year. The yacht club had a floating dock where we could position the dinghy and take the wheelchair and Kathleen ashore. There was no fee for the animals, although they were restricted to the boat.

On our way to the Lautoka area, we stopped at Beqa (Mbengga) and Yanuca Islands, where the scuba diving and snorkeling were outstanding. There was also



CANNON

a surfing camp with tent accommodations on the beach at Yanuca, and boats to take surfers out to the reefs.

We are now settled in at the new Vuda Point Marina. Since *Neeleen* is stern to the concrete walkway, they built a 12-foot ramp, which Ralph uses to carry Kathleen to the wheelchair. At present, we plan on living aboard *Neeleen* in the marina during the hurricane season, then cruise the outer islands off the west coast of Viti Levu during settled weather. These plans could change if Ralph takes the boat to New Zealand and Kathleen and the cats find a place to live in Fiji while *Neeleen* is gone.

We've purchased a Fijian car to make it easier for us to get around, but taxis are available at the marina. There are also local buses to Lautoka and the airport at Nadi. We have our mail sent from Incline Village; it takes about 10 days to arrive. The fax and phone service at the marina are reasonable and efficient. The marina management assures us that their Travel-Lift will be arriving in February.

The First Landing restaurant is a real treat, with fantastic sunsets, nightly happy hour, and Friday theme menus at reasonable prices. They also run the coffee shop at the

marina, where freshly baked croissants and donuts are available for breakfast, and lunch specials of meat and veggies pies, and hamburgers are served on the veranda overlooking the marina entrance.

The privately-owned Namaka Medical Clinic located near the Nadi Airport is able to refer patients overseas for treatment if the procedures are not available in Fiji. Kathleen flew to New Zealand, where all her medical tests, which were unavailable in French Polynesia and American Samoa, were performed in a private hospital. Again, our PPP medical insurance completely covered all expenses.

Anybody who wishes can write Yacht *Neeleen*, Box 5717, Lautoka, Fiji. Or fax us at (679) 668-215.

— ralph & kathleen 10/96

Ralph & Kathleen — Thanks for that informative report. We suspect that PPP Medical Insurance will be getting some inquiries from Latitude readers in the next few months.

Lindsay Christine — Mercator 30 The Chuck & Teresa Fort Family Nicaragua Night Boarding (Northwestern Washington)

Our family of four — which includes Amy, 10, and Alex, 7½ — has been cruising aboard our *Mercator 30* for the last year. We've had many adventures during our travels, which have already included a trip to Alaska and back, as well as our current trip down the West Coast to Mexico and Central America. One of our biggest adventures occurred one night off the coast of Nicaragua.

Given the recent history of stormy relations between the United States and Nicaragua, many cruisers in Central America were afraid to sail to Nicaragua — or even along her coast. We hadn't bought into that fear — at least until not we spoke with some subsistence fishermen while anchored off El Tigre, a Honduran island in the Gulf of Fonseca. One of the fishermen pleaded with my husband: "Don't go, Carlos! Don't go to Nicaragua! *Mucho guerrillas!*" These warnings may have had something to do with the fact that Honduras, El Salvador, and Nicaragua have long disputed who has control over what islands in the gulf — but it's nonetheless when I first became a little concerned about our safety.

So we decided to get more information.

During the course of the next several days, we asked all the Hondurans we could about Nicaragua, and also queried all the cruisers in range. The responses weren't totally disheartening, but they didn't calm our fears. The majority advised us to sail well offshore of Nicaragua or at least travel in the company of other vessels.

Thus it was with some hesitation that we set off with *Always* and *Barbara Anne*. As our *Lindsay Christine* was the smallest of the three boats, after rounding Punta Consiguina and leaving the Gulf of Fonseca we began to fall behind. With the wind blowing to 25 knots off our port bow, we decided against sailing further offshore. To do so would have put us in adverse current, increased the fetch of the swells, and prevented us with keeping in VHF contact of the other boats. We don't normally like to motorsail, but in this case we tucked two reefs in the main and fired up our Volvo.

The first 36 hours of motoring were uneventful, although we all got tired of listening to the drone of the diesel. By this time we were directly off the coast of Corinto, Nicaragua, and darkness was falling. I prepared for our night watches by turning on the nav lights, getting out the harnesses, setting up the settee for off-watch sleeping, and saying "goodnight" to Amy and Alex. Because the heavy cloud cover prevented any moonlight, it was particularly black out that night. The only boat in the area — or so we thought — was our *Lindsay Christine* slipping through the waves.

As Chuck ended our VHF evening check-in with *Always*, which was 12 miles ahead of us, I looked out the companionway and saw a spotlight being directed at our transom. Then Chuck and I were both startled by the sound of a powerful engine. I took the mike from Chuck so he could check on the *panga* that was rapidly approaching our boat. Before anything could be done, however, the *panga* roared up on our starboard side and slammed into our hull! Suddenly a large man dressed in a T-shirt and shorts jumped aboard our boat!

Stunned by the sudden turn of events, none of us spoke. Then the *panga* approached a second time, this time striking our boat an even more powerful blow. Chuck lunged, yelling at the *panga* operator, and pushed the boat away with his foot. Just then a second man jumped aboard our boat, carrying a small cardboard box. Again the *panga* roared off.

Not believing what was happening, realized that I still had the mike in my hand

"We've been boarded!" I blurted out to John on *Always*. "Two men. No weapons. I have to go." I put the microphone down and called to our son Alex to get the heavy flashlight. I thought it might make a good weapon. Both the children were now up and staring into the cockpit. I handed the flashlight to Chuck as the second man spoke.

"Papels," he said.

"What?" Chuck responded. "Who are you? Why in the hell are you on our boat?" As if the situation weren't strained enough, Chuck was trying to remember his Spanish.

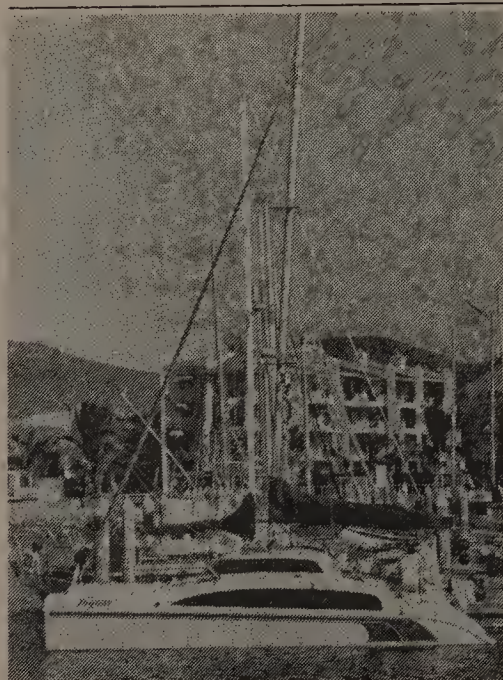
Then the first boarder pointed off our stern and replied, *Costa Guardes*. "With my heart still in my throat, I asked Amy to get our boat papers. The first man then asked — in Spanish — to use our VHF. He called the *panga* and spoke heatedly. We later figured out that he was reprimanding the driver for hitting our boat. Then he apparently made a second call to a Nicaraguan Coast Guard vessel further away, advising them that he'd successfully boarded the *Lindsay Christine*.

Although it was blowing 30 knots and the seas were rough, the situation was now a little less tense. The four of us settled down in the cockpit with the autopilot steering. The one man opened his small cardboard box — apparently what qualifies for a waterproof container in Nicaragua — and pulled out two forms. As the two men began to look over our papers and passports, Chuck held the flashlight for them. I'd known it was going to come in handy for something.

Then there was a call over the VHF for us. It was John aboard *Always*, wanting to know if we were all right. We should have gotten back to him earlier, because now he was trying to call the Nicaraguan Coast Guard to find out about us. They didn't reply, however. I finally got through to John, told him that things were fine, and that we'd get back to him soon. John was relieved — and so was I.

We tried to show a little hospitality while one of the men filled out the same form for the second time. Carbon paper — as well as uniforms — are apparently beyond what the Nicaraguan Coast Guard can afford. After finishing up the forms, they gave us one for our trouble. Then they called their *panga* back via the VHF.

Despite the large seas, the *panga* driver did a much better job of approaching our boat. As the men jumped onto the covered bow of the boat, however, a rogue wave slammed into their boat and broke over it. As a result, the two men were forcefully washed back into the main part of the *panga*! They



If your boat has been bonded by a Mexican marina — such at Palmira in La Paz — it's high time to get your Temporary Import Permit.

then disappeared into the night as quickly as they'd appeared.

Chuck and I stood in the cockpit for a few minutes and stared out into the blackness. Had we really been boarded? Then the image of the two husky men being washed to the back of the *panga* came back to me. I looked at Chuck and we both broke out laughing.

A little later, as we were saying goodnight to the kids for the second time, I asked if they'd been scared by the boarding. Amy looked at me with her dry 10-year-old look and said, "Oh, Mom, you're overreacting. Lots of people board our boat. These guys didn't even have machine guns. I think you've seen too much TV."

— theresa 7/6/96

Readers — A few months ago, Nicaragua had a presidential election pitting Daniel Ortega, the socialist-communist leader, against the right-wing former mayor of Managua. In something of a surprise, the pro-business, anti-socialist candidate won. Ortega cried foul, but an international group of observers said the election had been clean.

For a number of years, American yachties have been calling on Nicaragua without any problem. With relations between the two countries likely to improve even further, maybe even more yachties will visit.

Cruise Notes:

Have you left your boat in bond with a Mexican marina? If so, and if you have not obtained a 20-year **temporary import permit**, you need to get off your duff. As most readers know, the easy-to-get and

virtually free 20-year import permits have replaced the old policy of having boats bonded by marinas. But if your boat is still in a bonding program, you need to make the change to an import permit *before* March of this year. If you don't, you're subject to a heavy fine and/or confiscation of your boat. Further, you'll have to bring your boat back to the United States before you can apply for an import permit.

According to the folks at Marina San Carlos — where many boats are still in the outdated custody program — it's not even necessary to go to Mexico to make the change. All you have to do is send copies of the following: 1) passport, 2) both sides of current Mexican Tourist Visa, and 3) a copy of your driver's license. They also need to know your mother's maiden name and your social security number. We presume other marinas with boats in custody can also make changes if provided with the same information. In any event, the new import permit program is terrific, Mexico is giving everyone time to make the change, so don't screw up.

Art and Nancy White of the Alameda-based Valiant 40 **Audrey Lane** report that it was blowing 35 knots out of the south with lots of lightning and thunder at Mazatlan Marina on Thanksgiving Day. Between cloudbursts, there was a "huge feast with 100 other mariners," in the well-protected marina. The situation wasn't as secure 85 miles to the south at Isla Isabella, where the anchorage is wide open to southerly weather. The Whites report that the sailing vessel **Anina**, which had left Mazatlan a few days before, dragged anchor and went on the rocks. She was reportedly towed to San Blas by fishing vessels.

"The weather has changed since Thanksgiving," continue the Whites. "It's cool at night and in the mornings, then gets up into the 70s during the day. So we're back to closing the hatches and using blankets at night. We hear it's warmer in Puerto Vallarta, however."

"While cruising in the Pacific Islands recently," writes Mary Gregory of the Auckland-based **Tranquilla**, we spent a month at Vava'u, Tonga, along with 30 other boats. After getting to know each other pretty well, I made up the following little tale incorporating 24 of the boat names. All the yachties in Tonga are avid readers of *Latitude*, and I know they'd like to see their boat names in print.

"In 1996, we found our **Sanctuary** in Vava'u, where we were able to **Stealaway** for some **Quiet Times**, that is, until others made the **Discovery 2**. The **Karaoke 3 Night Music** at the Bounty Bar made us so

Energetic that we tried to **Limbo** all night under the **Southern Cross**, but after drinking **Steinlager**, we danced like an **Iron Butterfly**. The next day, our **First Choice** was Ana's Cafe with Lisa and Bill. We had **Desert First**, which sent us **Airborne** with **Morning Wind**. **Max**, however, preferred **Sourdough** with a scant **Garnish**. He **Trondalong** and came back in a **Dandelion Daze** looking like he'd found the **Holy Grail**. We are now going to be like **Sea Otters** and **Stormalong** to New Zealand hoping for a pleasant **Sojourner**."

Mexico cruisers from a couple of years ago might remember Emma Westmacott, the lovely young Englishwoman who was the skipper aboard the San Francisco-based *Tayana 55 Quintessence*. Westmacott left to join **Elle** — the women's entry in the next Whitbread — for the rugged delivery from South Africa to Australia. "I found there can only be one skipper on a boat," she's reported to have said after the voyage. So she's gotten off the boat and is apparently doing a delivery from the Seychelles to England.

"Having discovered for ourselves that South Africa really is a land of incredible diversity and beauty, and the trip around the Cape of Fears not so fearsome, we pointed our *Tayana 52 Wanago* toward California," write Lowell and Bea North of San Diego about their 1996 travels. "While Africa will forever be burned into our memories as a magnificent place in every respect, the Caribbean seemed like a bad pit stop, with Bonaire and Venezuela being the only exceptions. Transiting the Panama Canal was fascinating and exciting. As we approached California with the wind and waves against us, we had Sue Stoyles and David Nutt — friends from Australia — take some of the jolts for us. As it is, our bodies will need time to adjust to the hopped up high-tech pace of West Coast life. When all is said and done, we're proud to call the USA our 'home'; like an old friend, you can love her just as she is. We're looking forward to many reunions with our family and friends, wishing everybody love and peace forever." While Bea didn't join *Wanago* until Australia, Lowell completed his circumnavigation in Panama.

It's a fact: The Caribbean is by far the most popular charter destination in the world, yet folks who've been out cruising for years usually think it's too crowded and too commercial.

Readers might recall Kellogg and Diana Fleming of the San Francisco-based *Garden Porpoise Swan*. Kellogg spent more than a decade building the wood boat in various locations in Northern California, and later he



Nan Hilsinger of 'Panasea' enjoys life's rich pageantry at last year's South Pacific Arts Festival. Her pal is from Papua New Guinea.

and Diana took her on what turned out to be a 12-year circumnavigation. The couple has since purchased and refitted a 90-foot iron-riveted Dutch canal barge they've also named *Swan*. Starting this summer, they'll be chartering her on the *Nirvernais* and *Burgundy* canals of France. Rates are \$2,150 per person for two people, and \$1,750 per person for three or four. If you want to do a canal cruise or are old friends just wanting to say hello, the Flemings may be contacted at *Swan*, 1 Rue Basse, 89700 St. Martin Sur Armancon, Tonnerre, France.

If you're headed down to Mexico — and especially beyond to Central America and Panama — our friends at *Bay & Delta Yachtsman* have put together the **Mexico to Panama Yachtsman Chart Book**. It's a collection of 46 Defense Mapping Agency Hydrographic / Topographic charts in a handy book that fits standard size chart tables. There are very few photos and no chartlets of popular anchorages, but you get lots of charts for the money and a good overview of California to Panama.

Marlene and Duncan McQueen of Los Osos and the *Cal 39 Thistle*, resumed their circumnavigation in Turkey early this summer. "We did 4,000 miles in the Med," reports Duncan, "and it was great. We only had about five overnight passages and no major problems. One of the most intriguing places we visited was Rome, where we got to see all the places of historical interest. We side-tied free along the Fuimicino Canal, which is only about a 20-minute train ride from Rome. What a delight! The deal is the fishermen get to side tie on one side of the canal and the yachties on the others. There was quite a variety of cruising yachts,

including several others from the States."

Everybody thinks of the Med as extremely expensive, but it doesn't have to be. "We paid for a mooring in Rhodes, Greece, but then not again until Barcelona, Spain," says Duncan. The McQueens left their boat on the hard in Almeria, Spain, for a reasonable \$125 a month. Not far away was Dick and B.J. Deaver's Long Beach-based Farr 55 **Outa Here**, and Bill and Diana Chapman's Swan 47 **Bones VIII** from Stockton.

A year ago we spoke with Diana Chapman, and she told us the thing that really disappointed her about the Med was the lack of wind. "I love to sail," she told us, "but during the entire summer we had only one good day of sailing. We found some wind in this gap between two Greek Islands, and since we hadn't been able to sail in a long time, we spent all afternoon sailing back and forth!"

It wasn't that way for the McQueens and *Thistle*. "Everybody warned us that there wouldn't be any wind in the Med, but we were quite fortunate," says Duncan. "We didn't have to motor endlessly, and we often had wind from a favorable direction."

The December issue of *Forbes* magazine contains a feature giving a big thumbs up to **Zihautanejo**. Those of you on the 125 or so cruising boats anchored just off the lovely beaches will no doubt be thrilled to learn that the hotels recommended by the 'capitalist tool' have base rates from \$210 to \$600 a night. That means you're saving nearly \$3,000 a week over what one of the snotty Mexican hotels would cost you. To say nothing of what you save by not having to buy expensive hotel food.

"Polynesia wove its magic and captivated the crew of the *Cal 40 Panacea*," write Northern California's Bill and Nan Hilsinger. "Not only did we not complete our proposed itinerary for '96, but actually sailed 'backwards' in our attempted circumnavigation! Christmas will find us on Canton Island, an atoll near the equator. Australia is our ultimate destination — subject to change, of course — for '97. The highlights of the past year: swimming with the humpback whales in Tonga; the primitive Papua New Guinea tribesmen at the South Pacific Arts Festival in Apia, Western Samoa; and spinner dolphins, coral reefs, exotic marine life, crystal clear waters, and magnificent sunsets. We have found our Bali Ha'i."

Monterey's Greg Malone, and San Diego's Richard and Lynlee Slayter, had the only two California-based boats participating

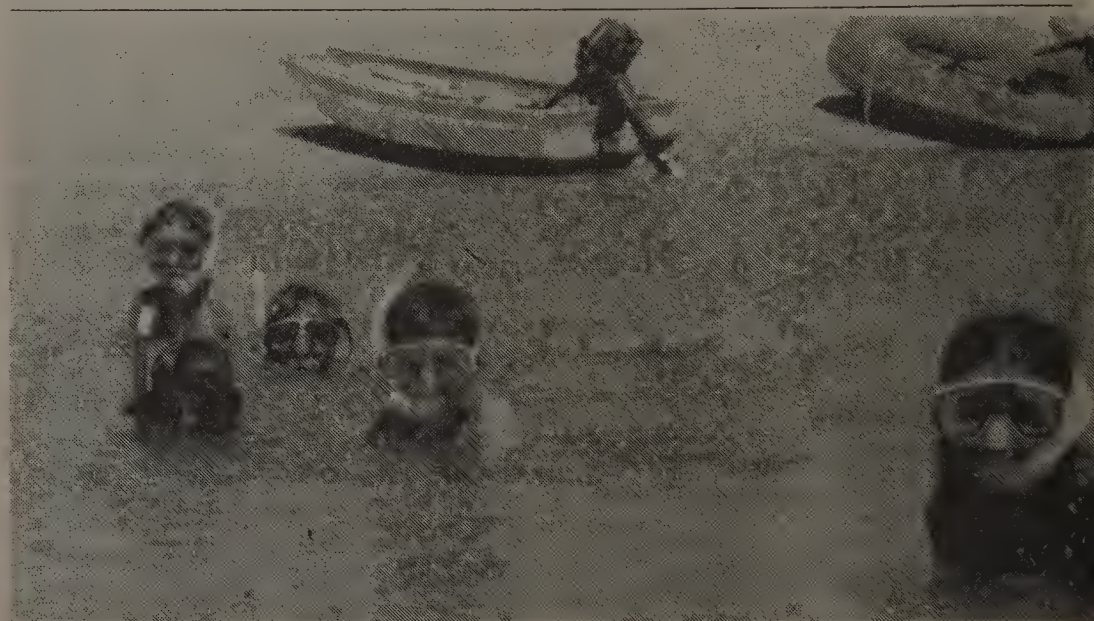
CHANGES

in last November's West Marine Caribbean 1500. Malone sailed his Lagoon 37 catamaran **Island Flyer**, and the Slayters sailed their Valiant 40 **Dawn**, in the seventh running of the Baja-Ha-Ha type event from Hampton, Virginia to Tortola in the British Virgins. There were 42 other entries in the 1,500 race/rally. Line honors in the event went to Wick Beaver's Frers 81 **Longhorn** — not your average cruising boat — which established a new course record of 6 days and 10 hours. Corrected time honors went to **Eroica**, Gary Wenglowski and Robert Miller's Alden 54 from Katonah, New York, which finished in 7 days and 16 hours.

Truckin'! The folks at **Marina San Carlos** tell us they've already hauled 70 boats back to the States from the Sea of Cortez. And we don't think they've dropped one yet! Once into the States, the boats have been switched to other trucks for shipping to all corners of the States.

The shortest distance between two points is a curve. Einstein knew it. Delivery skippers bringing boats back from Hawaii know it. And so did the crew of *Big O*, when delivering her 1,200 miles from Florida to St. Martin in early December.

"We headed due east at 25°50' until we



Looking for a good time? Then heads up, because it's less than four month's to Sea of Cortez Sailing Week. It starts April 19 in La Paz.

got to longitude 66°," says Capt. Jim Drake, "then we swung south to St. Martin. It would have been better if we'd kept going east to 65°, but it turned out fine. We had light winds and squalls the first few days, but once we turned the corner and picked up the

northeast trades, we just kept reaching along at 8 and 9 knots in warm and beautiful sailing conditions. It's beautiful here in St. Martin, but the 'Christmas Trades' haven't filled in yet, so it's hot!"

As usual, we've run out of space again, forcing us to postpone Part II of Tom Scott and **Nepenthe's** Mexico to Marquesas diary until next month. So don't forget to pick up the February issue.

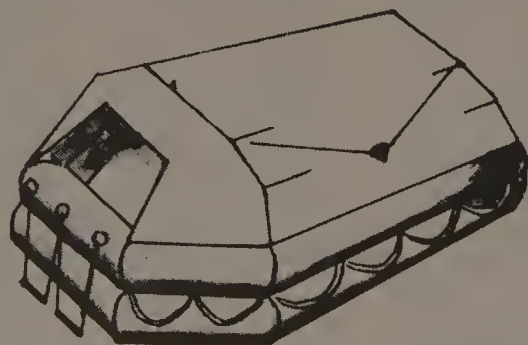
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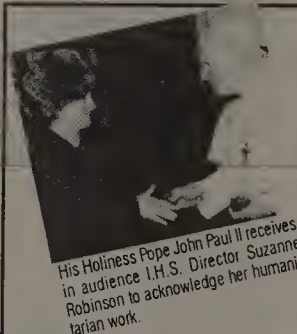
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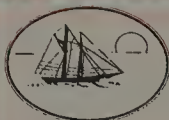


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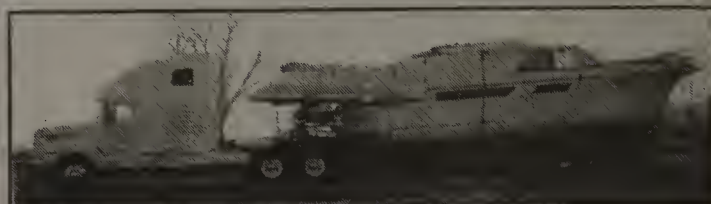
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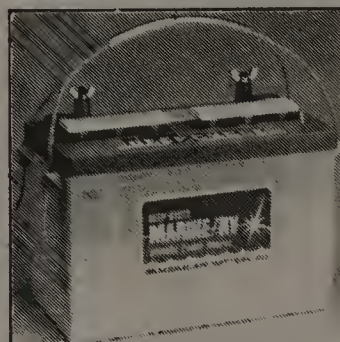
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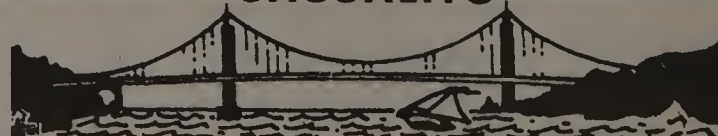
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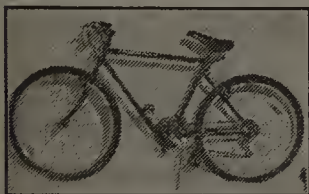
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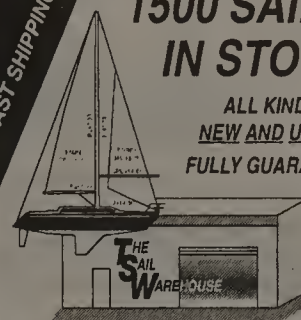
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WEST WIGHT POTTER 15, 1996. Hull #2248. 3.5 hp Tohatsu motor, trailer, Porta-Potti, marine paint on bottom, halyards lead into cockpit. Better than new. Original cost \$7,000 plus \$1,000 in extras. Asking \$7,000. Call or fax Ellen at (415) 435-2453.

CATALINA 22, 1976. Great condition, Mercury 9.9 long shaft, new handheld radio. Cushions reupholstered, compass, fixed keel, 2 jibs, side netting, always canvas covered. Buying Catalina 30. \$3,300 obo. (415) 802-9389.

MacGREGOR 19, 1992. Motorsailor, 40 hp o/b w/ 75 hrs on original engine. All like new. Extra handrails all around, alcohol stove, asymmetrical spinnaker, 2 hatches, original & lexan. Much more. With trailer. \$12,500 obo. (408) 268-4573.

MELGES 24 USA 219, CHOICES. Race ready, fully equipped, lots of sails, full covers, KVH compass. White hull, beige deck, trailer, o/b, perfect condition. '95 & '96 Pacific Coast champ. Seriously for sale, located Sausalito. Contact Don, (415) 383-7015.

BRISTOL 24. 5 sails, DS/KM, 2 - 5 hp Nissans. Autohelm, battery charger, AM/FM, VHF, sink & potti, standing headroom, full lifelines, lines lead aft, just hauled & painted. High freeboard, sails dry. Biggest little boat around. Sausalito berth. \$5,500. (415) 454-6048.

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CATALINA 22. Fiberglass. Resurfaced keel & bottom paint 1/96. New halyards, new marine battery, main, jib, anchor, nice vinyl covered cushions, table, sleeps 4, Mercury 4.5. Runs great. Lots of extras. Perfect Bay boat. \$3,350. Call (510) 528-1781, eves & wkends.

19-FT LIGHTNING. Centerboarder, designed by Sparkman & Stephens. Fiberglass built in 1975. In excellent condition. 2 mains, 2 jibs, '89 Caulkins trailer like new. Great for racing or family daysailing, keelboat stable. \$2,700. (415) 563-3747.

25 TO 28 FEET

OLSON 25s. The Bay Area fleet is rebuilding. Contact us for info on the best racer/cruiser ever built in this size range. Currently three boats for sale, from \$11,000 - \$15,000. Call for details! Bill Riess, (510) 653-9531.

26-FT S-2, 1976. Sloop, aft cabin, center cockpit. Wheel steering, Atomic 4 cyl/b. Full galley, stand-up head. Good condition. Must sell. \$6,900 obo. (707) 765-2628.

28-FT BRISTOL CHANNEL CUTTER. Traditional rig. Beautiful all wood interior, full headroom. Sleeps 4. Roomiest, strongest, classic beauty. Volvo Penta MD7A diesel. Fully equipped & ready. \$65,000. Call / write for photos / survey. PO Box 1674, San Pedro, CA 90731. (310) 833-4491.

25-FT NORDIC FOLKBOAT, US 19. Classic wooden sloop, race ready, bottom/topsides painted, mast varnished in 8/96. 4.5 Evinrude. Active Bay & international fleet. Have two Folkboats, one must go. \$5,000. (510) 215-0542.

BALBOA 27, 1979. Roomy pocket cruiser. Great condition. 8 hp Nissan o/b. New cushions, dodger & all canvas. Autohelm, stereo, DS, VHF, Lorans. 85%, 110% jibs, Porta-Potti, 105 amp battery, 4" compass, 2 anchors, galley. \$7,900. Pager (408) 552-2582.

IRWIN 28.5, 1974. Excellent condition. Rebuilt Atomic 4. Automatic Halon, VHF, depth, loran. Main, 2 jibs. Spacious interior sleeps 5, stove, heater, head. AM/FM/CD stereo, 2 batteries, charger, shorepower. Very clean. Consider trade for family ski boat. \$7,000 obo. (415) 884-3265.

CATALINA 27, 1977. Excellent condition Atomic 4 i/b, AP, 1 main, 3 headsails, am/fm, Loran, VHF, depthsounder, fresh bottom paint, 2 battery + shorepower charge system, galley & head. \$7,500. Must sell. (707) 279-1862.

CORONADO 25. Set to cruise with reinforced cabin, beefed up mast step & fittings, recent oversized standing & running rigging, hard dodger, survival suits, new cabinets, VHF, AP, solar panel, etc, etc. \$5,500 obo. (415) 331-3487.

28-FT TRITON, #248. Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom, w/ 4 berths, two speed winches, main & jib, dodger, new boom & cushions for \$1.41/ lb. Call Myron Spaulding (415) 332-3721.

CORONADO 25. Custom mast plate, double lowers, 3/16 rig, custom galley, alcohol stove, solar panel, jiffy reef, 6 hp o/b, bow pulpit/pushpit, lifelines, weather cloths, new cushions, depthsounder, knotmeter/log, VHF, deep cycle battery. \$3,800. Rick, (415) 987-5799.

COLUMBIA 26 MK II. Fin keel, sleeps 5, choice interior, enclosed head, VHF, DF, compass, new 150% genoa & 40% storm jib. Roller furling main, working jib. Stove, sink, water, many extras. Bad health. First \$2,800 takes. Richmond Marina Bay. (916) 723-7942.

28-FT BRISTOL CHANNEL CUTTER, 1977. Lyle Hess design, Sam Morse hull/deck. Teak exterior & transom overlay. Perkins 3 cyl, rig, stainless water tanks, aluminum fuel tank, Max Prop new '95. Lots of gear. Located Sausalito. \$49,000. (607) 754-9242.

NOR'SEA 26 PILOTHOUSE CUTTER, 1979. Lyle Hess design, custom interior, Yanmar, tanbark sails, VHF, depthsounder, well equipped stout cruiser. Sacrifice \$15,000. Stu, (415) 330-3603 ext 328 days or (415) 668-6322 eves.

COLUMBIA 28. Beautiful custom wood interior. '93 10 hp elec start o/b, used 9 times. \$4,000 invested in '93. New rig, VHF, battery. 3 sails, compass, head, stove, knot/log. \$7,200. Contact (510) 521-8500.

25-FT NORDIC FOLKBOAT, classic beauty. New keelbolts, mast, rigging, paint, etc. Boat is race ready & hauled out 10/96. Includes cover & Honda 7.5 o/b. Great Bay boat in very good condition. \$7,500. Kim, (510) 865-4740.

25-FT FOLKBOAT. Wood, easy to sail. Hauled 11/95, new paint, maststep, running rigging, standing rigging, compass, Nissan 8.8 hp. I enjoy showing the boat, call. \$3,500. (415) 837-0223.

LANCER 28. Beautiful condition. 3 sails, VHF, 9.9 Honda, stereo, shorepower, battery charger, upgraded electrical, Autohelm Tillermate, new canvas, 8 ft dinghy w/new 6 hp, stove, sleeps 5, 6 ft standing headroom, BBQ, new bottom 11/96. Emeryville berthed. \$12,900 obo. (510) 655-2504.

EXCALIBUR 26, 1979. Great condition, new Nissan 8 hp, new electrical and battery system. Main and 3 jibs, head. A true nautical treasure. Must sell (moved, mortgage due). Redwood City berth. \$4,900 obo. Russ, (415) 244-9675.

PEARSON 28, 1977. Project boat. 10 hp diesel. Tall rig. Needs interior, lots of potential. Located in Eureka. \$5,000 obo. (707) 839-2421.

CATALINA 27, 1975. Tabernacle mast, 80% jib, 140% genoa & mainsail. Holding tank, dinette model, 9.9 hp Evinrude o/b. Just a nice, clean boat for sailing the Bay & environs. Lying Emeryville. \$5,100. Pager (510) 466-0210 or (510) 655-6228.

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BRISTOL 27. Full keel, proven cruiser. Mex/TransPac. All lines led aft, singlehandlers dream. Lots of equipment. AP, Loran, new covers. Two boat owner. \$7,800 obo. Call (510) 528-4216 or (510) 273-8513.

ORION PACIFIC SEACRAFT 27, 1983. Cutter, new rigging, Yanmar diesel, HAM rig, Aries windvane. Excellent condition, original owner, in Honolulu. \$45,000. Sid, (808) 623-9749. See on Internet, <http://www.boatlisting.com>

ODAY 27, 1977. Atomic 4. Sails: main, jib, genoa, spinnaker. Knotmeter, Depthfinder & compass. Autopilot available. AM/FM stereo, cabin has 6 ft headroom & enclosed head. Galley has stove & ice box. Asking \$5,500. (510) 433-7497, leave message.

HAIDA 26. NW or Baja! Trailerable or ocean capable! Ray Richards design, 1984 refit. 10 hp diesel, rudder, interior, sails, rigging, spacious teak interior, trailer. \$9,900. Yanmar 34 hp 3 cylinder diesel, excellent \$2,900. (415) 331-7576.

29 TO 31 FEET

CATALINA 30, 1980. Rock solid. Brand new Yanmar, battery & wiring. One of the best equipped one-design racing versions on the Bay. Loran, 406 EPIRB, VHF, dodger, 2 mains, 3 jibs, 3 spinnakers. \$26,000. Call for details & equipment list. (510) 935-4437. www.nav.org

OLSON 911SE, 1991. New Sobstad mylar sails, Sailtec adjustable backstay, Autohelm Bidata instruments, Universal 20 hp diesel. Excellent condition, lots of extras, very, very clean. \$36,000. Tom, (415) 482-2171 w or (415) 712-8509 h.

NEWPORT 30 MK III, 1982. Meticulously maintained. Ideal liveaboard. Micro oven, stereo, stove/oven, h/c shower, BBQ, custom cabinets, new dodger & bimini, new furling main & jib, S/T winches, new lines lead aft. VHF, DS, RDF, 10 hr diesel, cockpit cushions & table, anchors/windlass, wheel. \$26,900. Must see. (510) 655-9469.

J/29, 1984. Masthead. Inboard. Extensively maintained & very clean. All North sail inventory. Many custom extras. Must sell now. Most J/Boat for the money. \$22,500. Call for inventory list. Days (714) 385-1777 or (310) 592-1660 eves.

HUNTER 30, 1989. Excellent condition. Immaculate, newer model. New dodger & sail cover, new Autohelm 4000 AP, 2 new batteries, VHS, DS, KM. Yanmar diesel low hrs, roller furling, new GPS 45, propane grill. Sausalito berth. \$39,000. (360) 263-6574.

ISLANDER BAHAMA 30, 1980. New '95 & '96: main & roller furling jib, exterior canvas, cockpit cushions, lifelines, propane range. Volvo diesel, h/c pressure water. Too many upgrades to list. Exc condition. \$25,000. (415) 572-0361 days or (415) 594-1045 eves.

CHEOY LEE OFFSHORE 31 KETCH. New sails, rebuilt Volvo MD2, epoxy bottom, LPU topsides (green) and cabin top (white), teak decks. Cole stove. Pretty, classic, pocket cruiser that sails great. \$18,500. (408) 246-3276.

RANGER 29. Excellent Bay boat - loaded. Harken roller furling, dodger, Atomic 4 in excellent condition. Sails recently refurbished, barrier coat bottom, LectraSan head, VHF, loran, DS, wind apparent, 2 anchors, cruising spinnaker w/sock. Beautifully maintained, all lines led aft, spinnaker and all gear included. \$19,500. (510) 657-8234.

RAWSON 30. Good cond., Mexico vet. New since 1992; Volvo diesel, all tanks, galley stove, propane tank & sensor, interior cushions, 120 amp alternator w/3 step regulator, 350 AH batts, all wiring, VHF, 35#CQR, Simpson windlass, dodger, located in San Diego, \$14,500 obo. Call for spec sheet. (408) 335-4086.

CATALINA 30, 1981. Interior cushions all recently replaced & recovered. New: mast & rigging, Catalina 30 mainsail, North reefable jib 135% reefs down to 110%, MKII Harken roller furler, internal halyards, winches. Traveler replaced 2 yrs ago. All lines led back to the cockpit. Water Lift muffler replaced. Engine needs work. \$15,000 obo. (510) 505-0648 or (408) 277-2275 or email WBSTRT@ci.sj.ca.us

CATALINA 30, 1989. Dodger, furling jib-135% & 90%, single line reefing, lazy jacks, ST winches, windlass, VHF, DM, KM, refrig, propane stove & oven, micro, h/c pressure water, macerator, 25XP diesel, 3' 8" draft. Brisbane. \$39,900. Contact (408) 323-9120.

30-FT BIRD BOAT. Stone built #16, Cuckoo. Exc condition, fast boat. Sail covers, boat cover, new North sails, new turnbuckles, much new rigging. Hauled 6/96, bottom, topsides, cockpit, mast. 6 hp Evinrude. Nothing sails like a Bird! \$7,000. Call (415) 332-7556.

C&C29 SLOOP, 1977. *Maverick*. 12 bags, North & Ullman, 9 Barents. Twin Plaths. Dodger, cruising canvas, frig, Loran, VHF, new CD stereo, Prof Mariner charger, Autohelm, Signet instr. Ready to race or cruise. Too many upgrades to list. New mast '87. Dink, professionally maintained. Channel Islands Harbor. \$18,900. Contact Gene Whitt, (805) 985-6331.

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ELITE 29, 1984. 1/2 tonner, racer/cruiser. Documented vessel. Huge, beautiful light elm interior. Galley w/pressure water. Enclosed head, 5' 8" standing headroom, roomy rear stateroom, double berth forward & 2 pilot berths. Harken furler, bow roller w/Bruce anchor. Almost new Sobstad main & 95% jib, also 140%. Inboard Volvo diesel. New: speedo, DS, Loran, batteries, solar panel. Recent survey. Well maintained, exc condition. Great Bay & Delta cruiser. Berkeley upwind slip. \$22,000. Also, Laser, no trailer. \$400. (510) 923-3269.

SANTANA 30, 1977. Race ready/cruiser, diesel, AP, new Autohelm tridata, new bottom, major refit '96, new mast & rigging. 2 spinnakers, 155%, 150%, 130%, 110%, 95%, 3 mains, double headfoil, 10 winches. Many extras, well maintained. \$18,000. (415) 347-8971.

NONSUCH 30 ULTRA, 1985. One owner. 33 hp Westerbeke, new radar & electric windlass. 2 sails, full electronics, removable davits, dodger, full enclosure. (415) 331-7370.

30-FT RACER/CRUISER, 1972. Let me send you pictures of beautiful boat. Spent from '94-'96 on Yanmar retrofit, gelcoat peel/fairing, new deck layout/paint. Seakindly, fast too! PHRF 156. Heavy duty Sparcraft masthead rig with short boom makes sense for Bay/short-handed sailing. Ahead of its time, by America's cup designer Britton Chance. High aspect fin keel, 10,000/5,300 displacement, 6'2" headroom, sleeps 5, tiller, turnkey. Many extras. \$17,500/bring offers. Rich, (415) 872-0535.

30-FT WOODEN SLOOP. Professionally-built in New Zealand, 1974. Beautiful, low-maintenance strip-planked hull (1-1/4" Kauri wood) with heavy framing, fiberglass-covered deck and cabin. Racing/cruising (Planet Class) design with modern rig, aluminum mast, S/S rigging, modified full keel (nimble yet stable), diesel (recently serviced - new batteries). Complete set of sails including 2 genoas, spinnaker, storm sails. Self-steering, 3 anchors, liferaft, new bottom paint. \$15,000. (707) 629-3349, Johan.

CATALINA 30, 1985. Best on Bay. Furling jib & genoa, lazy jacks, self-tailing winches, VHF, DM, KM, WM, pedestal instruments w/wheel, propane stove/oven, h/c water, 25 hp diesel, new bottom, new boot stripe. \$30,500. (415) 472-7527.

CATALINA 30, 1978. Strong Atomic 4, furling jib, dodger, wheel, VHF, DS, KM, 150 watt stereo, LPG stove, very attractive interior w/lots of brass. Brilliant plumbing & wiring. Prepare to lose your self-control. \$18,500. Contact Mike or Louise, (707) 226-2522.



ALBERG 30, 1973, MAGIC by Whitby. Fully cruise equipped, all equipment less than 2 yrs old. Universal 30 diesel, Raytheon R10X radar, Magellan GPS, Autohelm ST4000 tiller/pilot, VHF (base & handheld). Autohelm DS/KM, class B Epirb, Simpson Lawrence windlass, Bruce w/200 ft 5/16 chain, stem anchor 200 ft 5/8 rode w/chain leader, CD, propane BBQ (tank fed). New gennaker, 2 mains, genoa, new yankee, dodger, Airex cockpit cushions, new interior cushions, new LPU decks & more. Mex vet. \$25,900. Call (415) 332-1760.

ETCHELLS. Ready to race. Latest new Curtis sails with a brand new (never sailed) jib & a well managed sail card. Well maintained 1985 Ontario hull, single axle trailer, mast step mover & many extras. \$16,500 cash or owner will finance. Call (510) 548-4159 or (510) 547-0685.

BENETEAU 31 FIRST 310, 1993. Motivated seller asking \$49,900. Way, way below BUC value. A lot of boat at this price. Voice mail, (408) 468-4164. PO Box 640762, San Jose, CA, 95164-0762.

30-FT FISHER NORTHEASTER. 1977 motor-sailer. Ketch rigged, roller furling, radar, AP, windspeed/direction, Volvo 36 hp diesel (1,000 hrs), sleeps 6. A very rare & well maintained go anywhere pilothouse cruiser. Many recent updates. Ready to cruise. Asking \$72,000. Call (805) 962-5107.

30-FT CLIPPER MARINE, 1974. Fiberglass. Hauled 6/96. Sleeps 6, cushions, galley (sink, fresh water tank, refrig, micro oven), Loran, VHF, compass, KM, anchor w/over 100 ft line. 4 winches, vacuum, v-fan, large gas tank, marine battery with charger, bilge pump, whisker pole, customized alum rudder, steps for climbing up mast, 7.5 Honda. Fairly new, runs good. Fire extinguishers, Porta-Potti, lots of storage area. Sail or liveaboard. \$6,000 or trade. Lots of boat for this price. Berkeley berth. Contact (510) 528-1146 or (510) 308-6948 pager.

COLUMBIA 29. Atomic 4 i/b, 4 sails, new paint in & outside hull. Propane stove, sleeps 6 adults, all lines lead aft. Cheap Oakland berth. New DS, VHF, Compass, batteries. Trade for sail or power in Santa Cruz. \$8,000. (415) 221-5058 or (408) 479-3470.

32 TO 35 FEET

35-FT BABA CUTTER, 1979. Bristol cruiser or liveaboard. Dark green LP. Teak & ultrasuede interior. Volvo 36 hp diesel, VHF, SSB, refrig, depth. Well maintained, must see. No brokers. \$85,000. (619) 226-4538.

SWAIN 32, 1991. Steel pilothouse sloop. Dual station, Yanmar 3GM30, propane heater, water heater, BBQ, stove/oven, Loran, VHF, stereo, Seataalk system w/repeater, roller furling, bottom and mast painted 8/96. Much more. Over \$110,000 invested. \$49,500 obo. (916) 621-4688.

34-FT CREALOCK CUTTER, 1988. Cruising ready. SSB, GPS, radar, Sailomat 600 vane, '96 packed canister liferaft, 406 EPIRB, 8 sails, dodger, weather curtains, full canopy, bottomsiders, windlass, 3 anchors w/lots of chain. Much more. \$112,000. (818) 763-4057.

CAL 35, 1980. Sloop cruiser/club racer. Great condition. Fully equipped. VHF, Loran, knotlog, depthfinder, stereo, heater. Teak interior w/3 bumer CNG & h/c water. Complete w/galley & safety equipment. \$49,950. Reduced to \$39,950. Call (510) 582-2110.

ARIES 32, 1976. Completely rebuilt from '93-'95, no expense spared. Totally loaded for cruising, every option, everything new. Boat is located in Kona, Hawaii. Overbuilt, safe & comfortable in any seas. Recent survey. Asking \$65,000. Call Phillip, (808) 890-9661.

RAFIKI 35, 1980. Great bluewater boat, new diesel, sail covers & dodger. Estate sale. Leave message, (209) 523-3582.

APHRODITE 101, 33 ft single/doublehanded family racer or weekender. Danish Swan-like mahogany interior. Self-tending jib. Epoxy-micron bottom. New sails, cushions, electronics, AP, running rigging. Volvo diesel, 4 man liferaft. Pt Richmond berth. \$25,000. (206) 290-8580, after 5 pm.

TARTAN 34, US BUILT 1970. 5 sails, new Volvo diesel, 2 anchors, bimini, AP, windlass, etc. All good stuff. \$29,000. Jean, (916) 922-9847 or (916) 662-7553.

HUNTER VISION 32, 1990. Innovative unstayed sloop rig & winged keel. Easy sailing w/lines aft & roller furling. Great interior sleeps 6, full galley w/Corian, head w/shower. Call for specs. Must see to appreciate. \$57,500. Kirk, (510) 234-1800.

33-FT CUSTOM COLD-MOLDED CUTTER, 1982, Lord Nelson. Beautiful bluewater/liveaboard. Volvo diesel, new roller furler, Monitor vane, AP, full awning, liferaft, spares, etc. She's been there & ready to go again. A real gem. \$45,000. Days (510) 632-6776 or (510) 652-7847 eves.

CAL 34, 1976. Diesel, wheel, h/c pressure water, CNG stove w/oven, microwave, VHF, GPS, new shaft, etc. Hauled 8/95, recent survey. \$25,000. (408) 426-2862

35-FT ALBERG/PEARSON. Classic design fiberglass. Monel tanks. Volvo diesel. 7 sails, new frig & LPG stove with oven/broiler. Completely redesigned custom interior. New LPU paint throughout. Recent haulout. New thru hulls & valves. Great bluewater cruiser. \$29,500. Call (310) 548-1449.

J/33, 1990. Thoroughly maintained, impressively clean, low hrs, Ockam instruments, depthfinder plotter, CD player, 12 volt outlet, main sheeting finetune, 3 new sails in '96, inventory includes: 5 oz, .75 oz, 1 oz, reach spinnaker. \$54,000. Call (310) 494-3201.

RANGER 33, 1970. "Great boat, best buy" says *Cruising World*. Ready to cruise/race. VHF, depthsounder, AP, GPS, speedo, new 150%, 130%, 100% headsail, spinnaker. CNG stove/oven, Universal diesel, holding tank, TV/VCR, inflatable. \$8,000 new interior & more. \$24,500. Days (800) 366-8584 or (714) 723-0279 eves.

35-FT GARDEN DESIGNED KETCH, 1968. Cutter rigged. Roller furling jib, Perkins 4-108 diesel (new in '86). Wheel steering, holding tank, bronze windlass, Loran, VHF, depthsounder. Quality cedar construction. 6 sails. Great liveaboard/cruiser. Possible partial trade or terms. (800) 827-5100.

CT 34, 1979. Beautiful double-ended offshore cruising cutter. Robert Perry design with fiberglass/airex core construction & Volvo diesel. Complete \$15,000 refit finished Fall '96 includes new LP paint & epoxy bottom, new rigging, new canvas, new interior paint & varnish, new upholstery, all new hoses, thru-hulls, valves, etc. This boat is like brand new! Giving it away at \$29,950 or trade? (805) 546-1108.

HALLBERG RASSY 35, 1960. Mahogany on oak, strong blue water cruiser, new Volvo engine, new Schattauer main, much storage, 2 Danforths and rode, AC refrig, Newport cabin heater, 90 gal water, 55 gal diesel, VHF, DS, great liveaboard. \$21,500. (415) 794-9519.

NANTUCKET 33, 1968. Strong, lightweight, fast. Displacement 9,000 lbs / 4,100 lbs. Aluminum hull, built in Holland at Huisman's yard. Alan Gurney design. The perfect couples' bluewater cruiser/racer. All mahogany below decks. Configured for passagemaking. Volvo MD6A, extra water tanks, Avon, spin. gear. Excellent condition. \$33,000 obo. Contact Jim Van Beveren, H: (510) 827-8915.

FAST 345, 1984. 34.5' Great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious and beautiful interior with aft cabin. Fully equipped. \$45,000. Call us for details: (206) 528-5794.

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36 TO 39 FEET

HERRESHOFF CAT KETCH 38, 1983. In Sea of Cortez. Wonderful shorthanded long distance cruising. Very complete, very good condition. 2 double berth cabins, 2 heads, comfortable main cabin. Strong Airex foam core hull, carbon fiber masts. Must sell, make offer. \$59,500. Contact (602) 951-3205.

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37-FT FISHER. Motorsailer ketch, aft cabin, radar, Loran, wind s/d, depth, speed log, 2 VHF, CB, loudhaier, Avon, 80 hp Ford Saber diesel, 120 gal fuel, 120 gal H2O. Monterey slip available. Must sell. (408) 624-7210.

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LaFITTE 44 PERRY DESIGN, 1983. Mint condition. Refit '94, loaded with equipment too long to list for world cruising. Teak decks & interior, A/C, watermaker, inverter, SSB/HAM. Avoid sales taxes. Berthed in Mexico. \$160,000 obo. Call (213) 256-5656 or (818) 353-1912.

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CATALINA 42, 1994. 3 cabin model, dark blue topsides. Great Mexico & coastal boat. Radar, cruising chute w/sock, Autohelm 7000 AP, GPS, cell phone. Excellent condition & equipment. \$140,000. Call for pictures & equipment list. John, (916) 791-4318.

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HUNTER 54, 1984. 21 yr liveaboard moving ashore, must sell. \$105,000 offers, partial trade for smaller performance sailboat considered. Call (360) 437-9569. Email np@olympusnet.com

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35-FT HERRESHOFF. Alum mast, cutter rig, Volvo diesel, 12v/110 refer, Autohelm, watermaker. Cruise veteran. \$16,500. Call for more details, (619) 224-7192.

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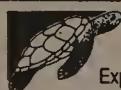
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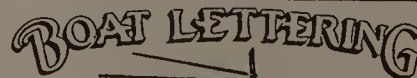
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32-FT SAMPSON C-MIST. Ferro. 11-1/2 ft beam, cutter, flush deck, double-ender. Volvo MD7A. H/C pressure water, propane, shower, fully equipped galley. Sails well, great liveaboard. Lots of extras. Trade for RV or trailer boat or? Make offer. Ventura. (805) 659-6330.

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40-FT TRIMARAN (OR LARGER). Epoxy construction only. Will consider all prospects or projects. Quality construction & materials a must. Will pay up to \$50,000 cash for perfect boat. Prefer: Brown, Cross, Horstman, Marples. Mark, (916) 620-3601.

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BOAT LIVEABOARD. responsible, experienced, employed female with excellent references & current liveaboard status in Sausalito seeking boat to sit for 2nd week in January through whenever. Will pay berth fee & take TLC of boat. Don't mind if boat is for sale. Pattie, (415) 331-8217.

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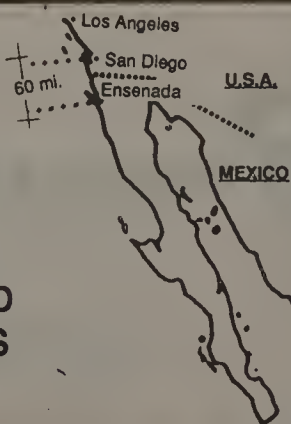
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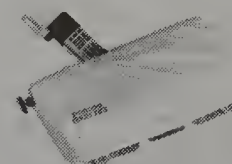
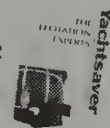
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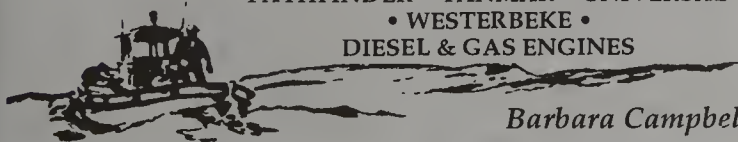
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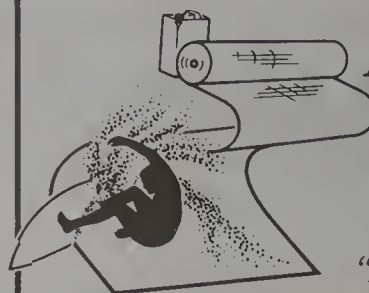


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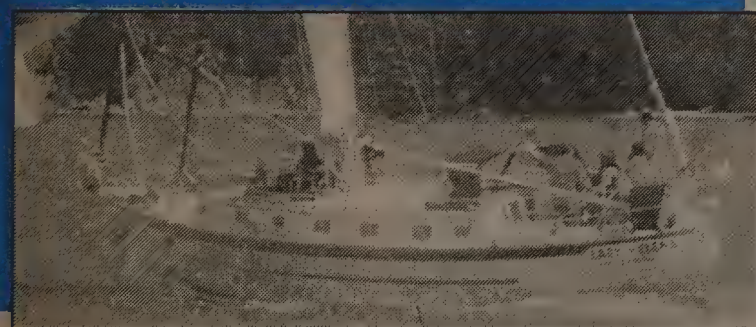
68' Deerfoot Cutter, 1980
\$485,000



55' S&S Classic Yawl, 1957
\$259,000



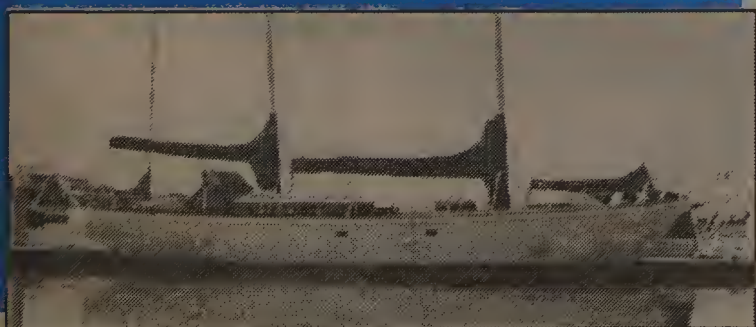
42' Passport Cutter, 1985
\$179,000



44' Pacific Seacraft, 1993
\$369,000



Ocean 71 Ketch, 1979
\$450,000



60' Steel Cruising Ketch, 1980
\$299,000



62' Motorsailer Cutter, 1987
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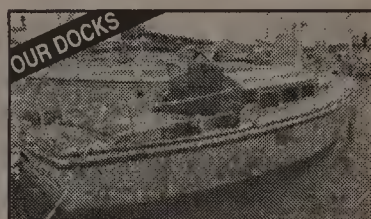
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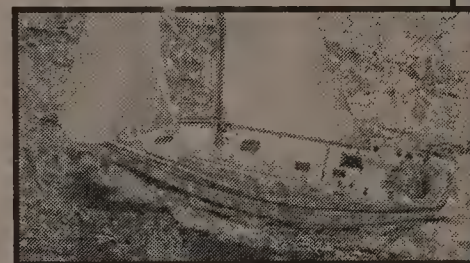
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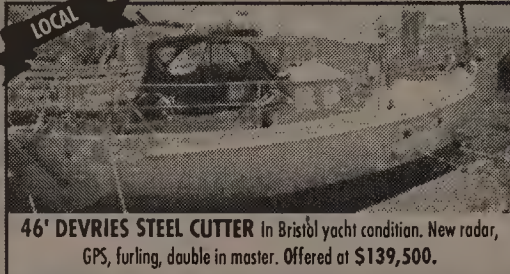
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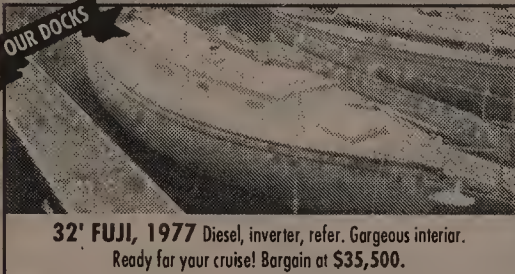
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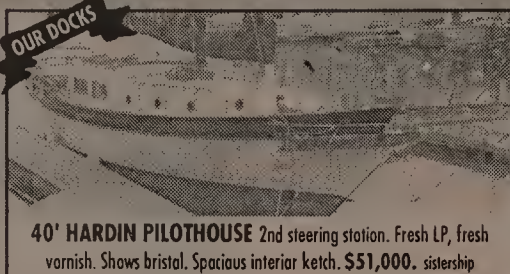
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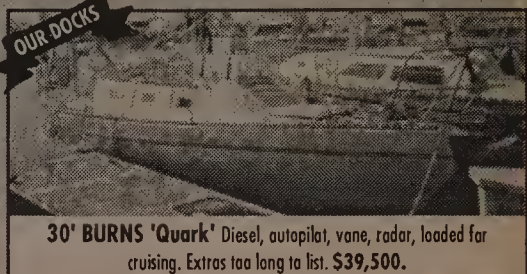
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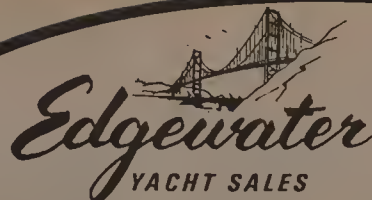
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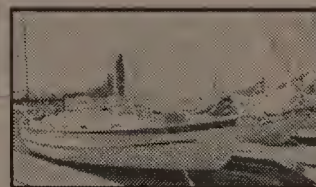
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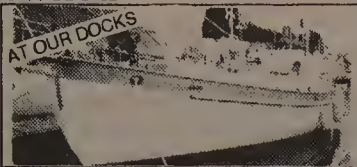
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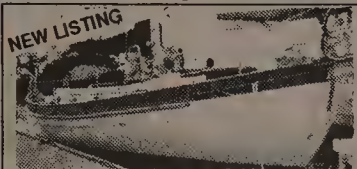
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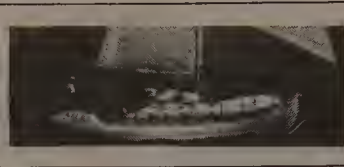
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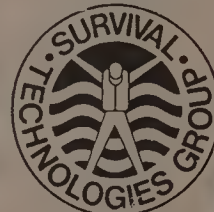
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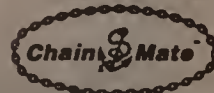


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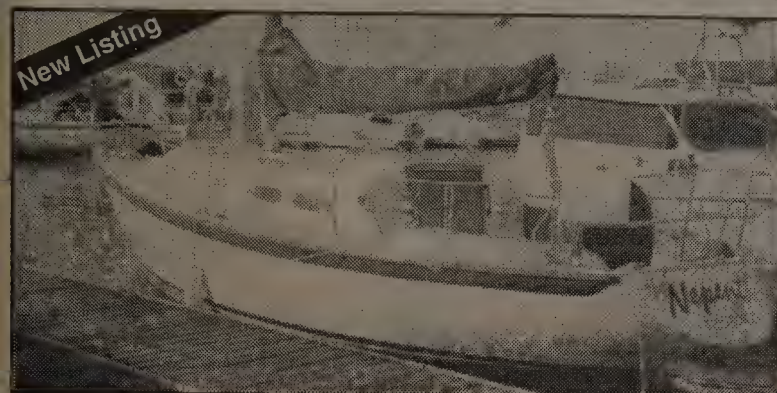


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32' ERICSON

Beautiful interior, new paint. This 32 is a great Bay and Delta cruiser. Must see.



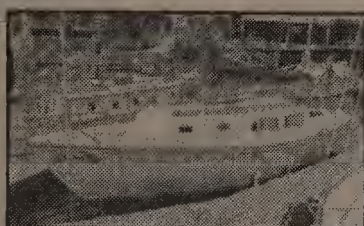
42' GOLDEN WAVE

Perry design, performance cruiser. Beautiful wood interior. "Time to sell!"



35' ROBB BY CHEOY LEE

This boat is a gem and a joy to sail!



29' CAL SISTERSHIP

She is set up for shorthanded cruising. Owner is moving out of country. Must sell!



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Excellent sail inventory. Yanmar diesel.



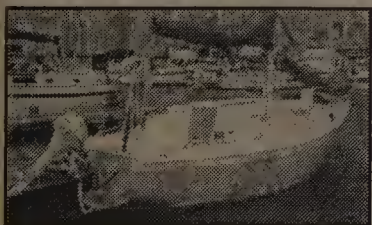
32' WESTSAIL SISTERSHIP

A stout classic in exc. cond. New LPU.



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Popular Bay boat. Well maintained!



27' CAL

Pop top, full sails and priced to sell right away.



30' CATALINA

Original owner. Full sails. Great layout.



28' HUNTER

New dodger, roller furling, Yanmar diesel and more!

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42' Golden Wave, '82 .. \$115,000
40' Grebe, '38 \$39,500
39' Westsail, '81 \$115,000
36' Islander, '73 \$36,500
35' Cheoy Lee Yawl, '61 \$28,000
34' Hunter, '85 \$42,000
34' Cal, '71 SOLD

34' Shock, '86 \$45,000
34' Catalina, '89 \$54,900
33' Hankinsen (custom) \$49,950
32' Ericson, '70 \$24,500
32' Endeavour, '78 \$32,000
32' Westsail, '74 \$41,500
32' Dreadnought, '80 \$68,000

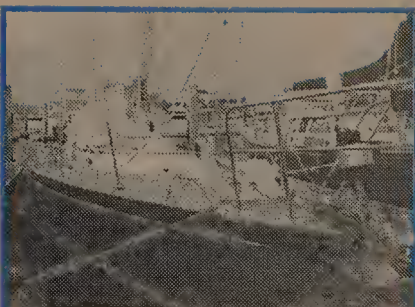
32' Beneteau 32 R/C, '84 .. \$39,900
31' Dufour, '79 \$23,400
31' Southern Cross, '78 \$59,000
30' Newport, '81 \$29,000
30' Ericson, '69 \$12,500
30' Allied Seawind Ctr, '78 ... Call
30' Catalina, '75 \$19,500

29' Cal, '74 \$12,900
28' Hunter 28.5, '86 \$23,500
28' Columbia, '69 \$10,500
27' Catalina, '75 \$5,100
27' Cal, '74 \$8,400
25.5 Hunter, '85 \$8,100
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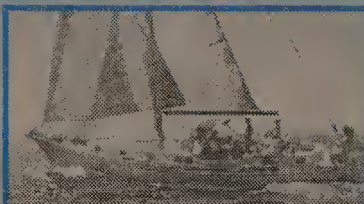
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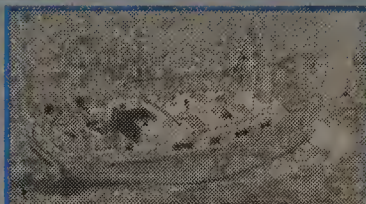
ROBERT MULCAHY



40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins diesel. **\$65,000.**



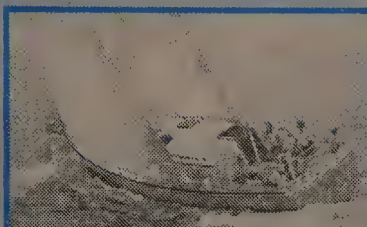
44' PETERSON, '76. Without teak decks. Perkins 60hp. Center cockpit. World class cruiser. *sistership photo* **\$105,000.**



36' CHEOY LEE PEDRICK, '85. Universol diesel. New bottom 11/96. Aluminum spar, teak decks, CNG stove, roller furling. **\$64,500.**



270/290 DA SEARAY SUNDANCER, '90. With trailer. Low hours. Merc 454. Exceptionally clean boat. **Asking \$46,900.**



GULFSTAR 37, 1979. Beautiful teak interior. Great boat for cruising and/or liveaboard. **Asking \$62,500.**



48' HUGHES by SPARKMAN & STEPHENS, '72. True world class cruiser. Center cockpit. Mercedes diesel. **\$174,500.**



54' CT, '78. Robert Perry ketch. Superb vessel built for serious offshore cruising. Completely restrengthened & refurbished. Beautiful rosewood interior. **\$189,900.**

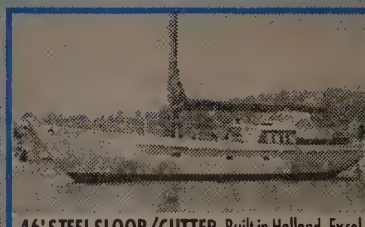
SELECTED CRUISING YACHTS

SAIL

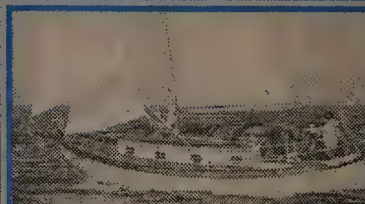
LOD BUILDER	YR	PRICE	LOD BUILDER	YR	PRICE	LOD BUILDER	YR	PRICE
60' SCHOONER	'95	\$385,000	34' CATALINA ... S. Cal.	'90	\$69,500	28' ISLANDER	2 from	\$18,500
50' FORCE	'73	\$129,000	34' C&C	'80	\$42,000	27' SANTA CRUZ w/trailer		\$10,000
48' MAPLE LEAF S. Cal.	'72	\$133,000	33' HUNTER	'79	\$29,000	27' NORSEA	'90	\$59,900
44' ISLANDER		\$49,900	33' ARCO	'60	\$14,500	27' BALBOA	'79	\$9,000
42' PORPOISE KETCH	'67	\$60,000	33' BRISTOL	'69	\$26,500			
41' MORGAN		\$61,500	33' GURNEY HUISMAN	'68	\$35,000			
39' WESTSAIL		\$115,000	33' MORGAN	'75	\$24,700			
38' DOWN EAST (Mex.)	'75	\$52,000	32' MARINER KETCH	'70	\$24,900			
38' MORGANS	4 from	\$64,000	32' CENTURION		Inquire			
37' HUNTER	'88	Inquire	32' CONTESSA	'81	\$34,000			
37' FISHER	'80	\$110,000	32' WESTSAIL	'74	\$42,000			
36' ISLANDER	'80	\$58,000	32' FUJI	'77	\$39,900			
36' UNION	'80	\$66,500	30' ISLANDERS	2 from	\$25,900			
36.5 PEARSON	'79	\$59,500	30' ALBERG	'73	\$26,900			
36' S2 11 METER	'85	\$75,000	30' NEWPORT III	'82	\$32,900			
36' WATKINS	'81	\$47,500	30' CAPE DORY M/S	'87	\$89,000			
35' CHALLENGER	'74	\$33,900	29' CAL	'70	\$16,000			
35' AUX SLOOP	'38	\$22,500	29' ISLANDER	'67	\$11,900			
35' NIAGARA	'81	\$67,000	29' RANGER		Inquire			
35' BRISTOL	'79	\$39,500	28' COLUMBIA	'77	\$15,000			

POWER

61' STEPHENS FDMY	'70	\$340,000
60' STEPHENS	'68	\$350,000
56' FELLOW & STEWART	'27	\$59,900
52' STERNWHEELER	'83	\$69,000
46' CHRIS CRAFT	2 from	\$52,000
42' CHRIS CRAFT	'69	\$62,000
41' PRESIDENT FBMY	'81	\$89,000
40' CHRIS CRAFT	'68	\$28,000
40' FISHING VESSEL		\$75,000
36' CROWN CUSTOM	'80	\$48,500
36' UNIFLITE	'78	\$59,000
36' GRAND BANKS	'73	\$50,000
30' TOLLYCRAFT	'72	\$26,000
24' FOUR WINNS	'88	\$17,000



46' STEEL SLOOP/CUTTER. Built in Holland. Excellent condition. One owner boat. CRUISE READY! 6-cyl Perkins. Pullman master stateroom. **\$139,500.**



BABA 30, '83. One of Robert Perry's favorite pocket designs. Many upgrades. **Asking \$62,500.**



38' CATALINA, '80. Fast, comfortable racer/cruiser. Great sail inventory including 3 spinnakers. Low engine hours. Great electronics. **\$46,000.**



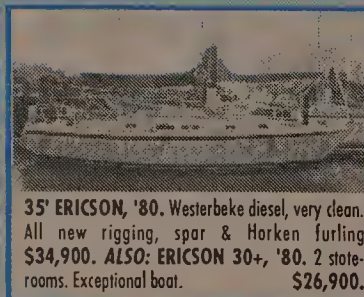
39' IRWIN. New dodger/sail covers/cushions, Yanmar diesel, full batten main, roller furling headsail. **\$49,500.**



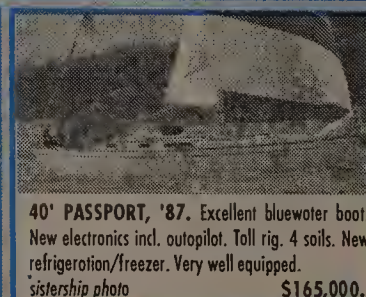
45' VAN DER STAAT, '76. Center cockpit. Pullman berth. Perkins. Exceptional f/g bluewater cruiser. Possible liveaboard in Sausalito. **\$79,500.**



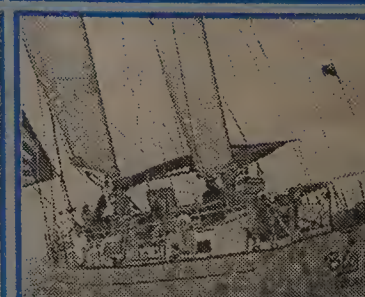
54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more... **\$195,000.**



35' ERICSON, '80. Westerbeke diesel, very clean. All new rigging, spar & Harken furling **\$34,900.** ALSO: ERICSON 30+, '80. 2 staterooms. Exceptional boat. **\$26,900.**



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INGRID 38'. Heavy fiberglass hull, strong world cruising ketch by Blue Water Yachts. Dsl, lots of teak, comfort & safety at sea. 44' LOA. Asking \$63,000.

36' SPARKMAN & STEPHENS Weekender Sloop. Classic cedar on oak w/bronze, diesel. This is a very nice boat in great condition. Asking \$22,500.

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46' CHRIS COHNE, dsl, loaded 69,000
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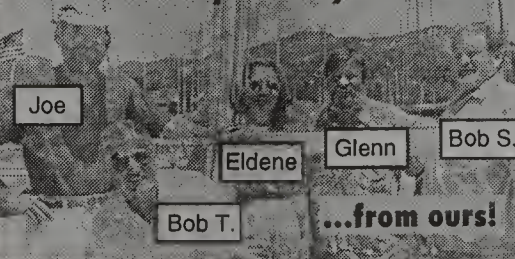


34' JEFFRIES EXPRESS CRUISER. Twin 455 V8s. over \$75,000 refit just completed. Owner relocated. Asking \$45,900.



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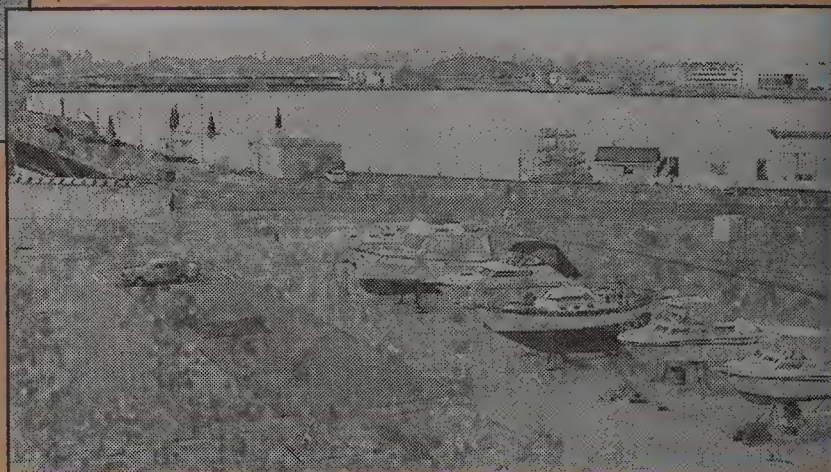
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