

Sea

& PACIFIC SKIPPER

THE MAGAZINE FOR WESTERN YACHTSMEN

JUNE 1982 • \$1.75



RACING REVIEW

- *MEXORC '82*
- *SORC Update*
- *Congressional Cup*

INFLATABLES BUYERS' GUIDE

Seatrials.

- *Stamas 44 Ketch*
- *Four 25-ft.
Powerboats*



FARALLONS DISASTER!

By Dave Dellaria

The guys that were out there are either damn good sailors or damn stupid," said Vice Commodore Kern Hendricks of the St. Francis Yacht Club. The two-man crew aboard the Moore 24 *Bad Sneakers* both had a healthy respect for the ocean. Capt. Gregory Mamoiné, 38, wasn't a seasoned sailor, but first mate John Benson, 39, had been racing for 20 years.

Shortly after the start of the race, it hardly seemed unusual to Erik Sandstrom, race committee finish chairman at the St. Francis Y.C., as he listened to the sharp radio crackle of sailors reporting that they were turning back due to wet weather and minor gear problems. Ranging from 22 to 53 feet in length, 127 boats had started the third annual 50-mile Farallon Islands race that morning.

The past three months had brought unseasonably wet, stormy weather to Northern California and forecasts for another storm on Easter weekend came as no surprise to anyone.

Another crackle—more sailors radioed that they were having to turn back, the weather was bringing on minor gear problems. By early morning 15 boats had dropped out. An earlier forecast, issuing small craft warnings with winds to 25 knots, was updated to a gale warning by 10 a.m. That was enough to change Kern Hendricks' mind. "I started the race, but I chickened out when I heard the forecast," he said.

The storm was soon up to a full gale and had ambushed many sailors just outside the Golden Gate Bridge. Southerly winds began gusting to 60 knots as the

remaining racers headed for the Farallon Islands 30 miles out. Only hours before, there was barely enough wind to fill spinners at the start. By midday, 70 boats had dropped out of the race.

Heavy seas capsized the *Catawampus* just outside the Gate near Point Bonita. Her two crew members were unable to right the large catamaran, so they clung to the hull for the next four hours. Neil Gillien, a crew member on board the 50-ft. sloop *Octavia*, spotted the capsized catamaran while trying to untangle his own spinnaker from a broken forestay. He and skipper Stewart Kett rescued the crew.

By that afternoon, the first boat had crossed the finish line at the St. Francis Y.C. It was a close reach back under the Gate for about 42 boats which managed to succeed in rounding the Farallon mark,

Engineering makes the new NELCO 911 LAT-LON Loran accurate, versatile and rugged. Common sense makes it inexpensive and simple to use.

The NELCO 911 LAT-LON Loran is so well-engineered, you might expect it to be expensive and complicated. But it's not. Because we human engineered the NELCO to make it the easiest to operate LAT-LON Loran available. And affordably priced.

Our keyboard language is conversational English. It will only take you about 15 minutes to learn to use the control panel. With the touch of a button, the NELCO 911 LAT-LON Loran picks out even the weakest signals, and the built-in computer instantly converts them to the data you need: T. D.'s, speed over the bottom (knots), distance to destination (n. ml.), latitude and longitude, present course and speed made good, left-right steering instructions, and much more, including an optional autopilot interface.



The compact NELCO 911 LAT-LON Loran is as versatile, reliable and precise as units costing thousands of dollars more. And NELCO dealers know about NELCO engineering—they almost never get a NELCO back for repairs.

No matter how you use your vessel—for fishing, cruising or racing—the NELCO can save you time, fuel and money. For more information, contact NELCO or your local dealer today.

Also available: the NELCO Autofix 900 Loran, without LAT-LON. Your dealer or NELCO can convert a 900 to a LAT-LON 911, quickly and inexpensively.

Nelco
NAUTICAL
ELECTRONICS
COMPANY, INC.

7095 Milford Industrial Road
Baltimore, Maryland 21208-6094
301/484-3284

with only 39 of those logging an official finish.

U.S. Coast Guard officials were having trouble answering what had now become a deluge of requests for assistance. As an early night set upon the Bay, more urgent calls delayed rescue attempts for the sailboat *Wet Spot*, which was dismantled and adrift in the rough waters off Point Bonita. *Felony*, a 30-ft. Schumacher, radioed that it was running aground and needed assistance, while deteriorating radio conditions brought more calls to race headquarters of blown out sails and engine trouble, all from sailors trying to come in.

Darkness shrouded a roaring sea, hiding 22 boats, their locations unknown to the Coast Guard and everyone at race headquarters, which were limping in under their own power with minor damages after running aground. The vessels *Lazy Boy*, *Pigeon* and *Falcon* returned to port just before midnight.

Race committee officials prepared for what was shaping up to be a long night. At 2 a.m. Easter Sunday, nine boats were reported missing.

After hours of silence, radio contact was finally made with the crew of *Catch The Wind* reporting her position 8 miles

out near the San Francisco light buoy. Using the radio of *Catch The Wind* as a relay station, efforts were made to contact the missing racers, but that attempt failed.

Somewhere still out there in the gale were Gregory Mamoine and his mate John Benson, aboard *Bad Sneakers*. Mamoine's brother-in-law, Lars Ekdahl, said he'd hoped the pair had headed out to sea to ride out the storm. Mamoine had purchased the used Moore 24 only two months ago.

Jocelyn Nash, a respected sailor on the Bay, recalled seeing what may have been *Bad Sneakers* as it rounded the Farallons about 3 p.m. in poor visibility. Nash remembers hearing a mayday call over the radio around 8:30 p.m., then, "I'm sinking, I'm sinking."

During the night, Glen Hansen, crew member aboard the *Nidarose*, was tossed overboard when the Morgan 27 did a complete roll. Hansen clung for his life to a harness, pulling himself back on board as the boat righted itself, only to be capsized two more times by 20-ft. seas, which left them adrift with a broken mast.

Easter sunrise was met by a full-scale assault of Coast Guard cutters, helicopters, and long-range, fixed-wing air-

craft. Race committee headquarters had closed by 6 p.m. Sunday night, leaving only two boats, *Bad Sneakers* and *Sweet Omega* and their crews still missing.

A life ring and inflatable raft belonging to the 22-ft. Ranger, *Sweet Omega*, was found floating off Point Reyes by the Coast Guard on Sunday. Janice White, the 31-year-old skipper of *Sweet Omega*, had trailered her boat down from Portland, OR. She had been sailing three years and was a veteran of many offshore races, including a solo race to the Farallons the weekend before this race. Larry Ohs, her partner, was considered a seasoned sailor with at least two Transpac races to his credit.

Shattered pieces of a green boat hull, positively identified as belonging to *Sweet Omega* were later discovered by the Coast Guard, stewn among the rocky coastline north of the Golden Gate. Blue and gray fragments of another hull were later confirmed as wreckage of *Bad Sneakers*. All four sailors were presumed lost at sea.

Reflecting on the events leading to the tragic outcome of this year's race, one of the committee chairmen remarked, "Had we known it was that bad, we would have considered calling off the race." 

Yachts for the Seven Seas from "HUDSON BOAT"



Graceful, Luxurious, Rugged, Economical

Our lines include:

1. SEAWOLF 44' Ketch: Center cockpit model
2. HUDSON 45' Ketch: Center cockpit
3. FORCE 50' Ketch: Pilot house model & center cockpit.
4. FORCE 50+7' Ketch:
5. SEAWOLF 59' Ketch: Pilot house model.

Builder:

HUDSON BOAT
3608 Coolheights Drive
Rancho Palos Verdes, CA 90274
(213) 541-2993

For more information circle No 57 on Reader Service card

SHURFLO

THE LAST WATER PUMP YOU WILL EVER BUY!

| Model | GPM | PSI |
|-------|-----|-----|
| 220 | 2.5 | 15 |
| 3000 | 3.5 | 15 |



MARINE POTABLE WATER SYSTEM PUMP

One year ago Shurflo introduced their special Marine Silver Edition Water Pump guaranteed for the life of your boat.* The competition laughed, said it couldn't be done. Boat owners applauded, said finally there was a pump on which they could depend year after year!

Today, one year later, the competition is no longer laughing and boat owners have "their pump," Shurflo!

Next time you need a pump, demand Shurflo, the last pump you will ever have to buy! Our warranty says so!

*This limited lifetime warranty applies only to pumps designated "Silver Edition."

SHURFLO 1400 CERRITOS AVENUE EAST • ANAHEIM, CALIFORNIA 92805

For more information circle No. 49 on Reader Service card

with only 39 of those logging an official finish.

U.S. Coast Guard officials were having trouble answering what had now become a deluge of requests for assistance. As an early night set upon the Bay, more urgent calls delayed rescue attempts for the sailboat *Wet Spot*, which was dismantled and adrift in the rough waters off Point Bonita. *Felony*, a 30-ft. Schumacher, radioed that it was running aground and needed assistance, while deteriorating radio conditions brought more calls to race headquarters of blown out sails and engine trouble, all from sailors trying to come in.

Darkness shrouded a roaring sea, hiding 22 boats, their locations unknown to the Coast Guard and everyone at race headquarters, which were limping in under their own power with minor damages after running aground. The vessels *Lazy Boy*, *Pigeon* and *Falcon* returned to port just before midnight.

Race committee officials prepared for what was shaping up to be a long night. At 2 a.m. Easter Sunday, nine boats were reported missing.

After hours of silence, radio contact was finally made with the crew of *Catch The Wind* reporting her position 8 miles

out near the San Francisco light buoy. Using the radio of *Catch The Wind* as a relay station, efforts were made to contact the missing racers, but that attempt failed.

Somewhere still out there in the gale were Gregory Mamoine and his mate John Benson, aboard *Bad Sneakers*. Mamoine's brother-in-law, Lars Ekdahl, said he'd hoped the pair had headed out to sea to ride out the storm. Mamoine had purchased the used Moore 24 only two months ago.

Jocelyn Nash, a respected sailor on the Bay, recalled seeing what may have been *Bad Sneakers* as it rounded the Farallons about 3 p.m. in poor visibility. Nash remembers hearing a mayday call over the radio around 8:30 p.m., then, "I'm sinking, I'm sinking."

During the night, Glen Hansen, crew member aboard the *Nidarose*, was tossed overboard when the Morgan 27 did a complete roll. Hansen clung for his life to a harness, pulling himself back on board as the boat righted itself, only to be capsized two more times by 20-ft. seas, which left them adrift with a broken mast.

Easter sunrise was met by a full-scale assault of Coast Guard cutters, helicopters, and long-range, fixed-wing air-

craft. Race committee headquarters had closed by 6 p.m. Sunday night, leaving only two boats, *Bad Sneakers* and *Sweet Omega* and their crews still missing.

A life ring and inflatable raft belonging to the 22-ft. Ranger, *Sweet Omega*, was found floating off Point Reyes by the Coast Guard on Sunday. Janice White, the 31-year-old skipper of *Sweet Omega*, had trailered her boat down from Portland, OR. She had been sailing three years and was a veteran of many offshore races, including a solo race to the Farallons the weekend before this race. Larry Ohs, her partner, was considered a seasoned sailor with at least two Transpac races to his credit.

Shattered pieces of a green boat hull, positively identified as belonging to *Sweet Omega* were later discovered by the Coast Guard, stewn among the rocky coastline north of the Golden Gate. Blue and gray fragments of another hull were later confirmed as wreckage of *Bad Sneakers*. All four sailors were presumed lost at sea.

Reflecting on the events leading to the tragic outcome of this year's race, one of the committee chairmen remarked, "Had we known it was that bad, we would have considered calling off the race." 

Yachts for the Seven Seas from "HUDSON BOAT"



Graceful, Luxurious, Rugged, Economical

Our lines include:

1. SEAWOLF 44' Ketch: Center cockpit model
2. HUDSON 45' Ketch: Center cockpit
3. FORCE 50' Ketch: Pilot house model & center cockpit.
4. FORCE 50+7' Ketch:
5. SEAWOLF 59' Ketch: Pilot house model.

Builder:

HUDSON BOAT
3608 Coolheights Drive
Rancho Palos Verdes, CA 90274
(213) 541-2993

For more information circle No 57 on Reader Service card

SHURFLO THE LAST WATER PUMP YOU WILL EVER BUY!

| Model | GPM | PSI |
|-------|-----|-----|
| 220 | 2.5 | 15 |
| 3000 | 3.5 | 15 |

MARINE POTABLE WATER SYSTEM PUMP



One year ago Shurflo introduced their special Marine Silver Edition Water Pump guaranteed for the life of your boat.* The competition laughed, said it couldn't be done. Boat owners applauded, said finally there was a pump on which they could depend year after year!

Today, one year later, the competition is no longer laughing and boat owners have "their pump," Shurflo!

Next time you need a pump, demand Shurflo, the last pump you will ever have to buy! Our warranty says so!

*This limited lifetime warranty applies only to pumps designated "Silver Edition."

SHURFLO 1400 CERRITOS AVENUE EAST • ANAHEIM, CALIFORNIA 92805

For more information circle No. 49 on Reader Service card

with only 39 of those logging an official finish.

U.S. Coast Guard officials were having trouble answering what had now become a deluge of requests for assistance. As an early night set upon the Bay, more urgent calls delayed rescue attempts for the sailboat *Wet Spot*, which was dismantled and adrift in the rough waters off Point Bonita. *Felony*, a 30-ft. Schumacher, radioed that it was running aground and needed assistance, while deteriorating radio conditions brought more calls to race headquarters of blown out sails and engine trouble, all from sailors trying to come in.

Darkness shrouded a roaring sea, hiding 22 boats, their locations unknown to the Coast Guard and everyone at race headquarters, which were limping in under their own power with minor damages after running aground. The vessels *Lazy Boy*, *Pigeon* and *Falcon* returned to port just before midnight.

Race committee officials prepared for what was shaping up to be a long night. At 2 a.m. Easter Sunday, nine boats were reported missing.

After hours of silence, radio contact was finally made with the crew of *Catch The Wind* reporting her position 8 miles

out near the San Francisco light buoy. Using the radio of *Catch The Wind* as a relay station, efforts were made to contact the missing racers, but that attempt failed.

Somewhere still out there in the gale were Gregory Mamoine and his mate John Benson, aboard *Bad Sneakers*. Mamoine's brother-in-law, Lars Ekdahl, said he'd hoped the pair had headed out to sea to ride out the storm. Mamoine had purchased the used Moore 24 only two months ago.

Jocelyn Nash, a respected sailor on the Bay, recalled seeing what may have been *Bad Sneakers* as it rounded the Farallons about 3 p.m. in poor visibility. Nash remembers hearing a mayday call over the radio around 8:30 p.m., then, "I'm sinking, I'm sinking."

During the night, Glen Hansen, crew member aboard the *Nidarose*, was tossed overboard when the Morgan 27 did a complete roll. Hansen clung for his life to a harness, pulling himself back on board as the boat righted itself, only to be capsized two more times by 20-ft. seas, which left them adrift with a broken mast.

Easter sunrise was met by a full-scale assault of Coast Guard cutters, helicopters, and long-range, fixed-wing air-

craft. Race committee headquarters had closed by 6 p.m. Sunday night, leaving only two boats, *Bad Sneakers* and *Sweet Omega* and their crews still missing.

A life ring and inflatable raft belonging to the 22-ft. Ranger, *Sweet Omega*, was found floating off Point Reyes by the Coast Guard on Sunday. Janice White, the 31-year-old skipper of *Sweet Omega*, had trailered her boat down from Portland, OR. She had been sailing three years and was a veteran of many offshore races, including a solo race to the Farallons the weekend before this race. Larry Ohs, her partner, was considered a seasoned sailor with at least two Transpac races to his credit.

Shattered pieces of a green boat hull, positively identified as belonging to *Sweet Omega* were later discovered by the Coast Guard, stewn among the rocky coastline north of the Golden Gate. Blue and gray fragments of another hull were later confirmed as wreckage of *Bad Sneakers*. All four sailors were presumed lost at sea.

Reflecting on the events leading to the tragic outcome of this year's race, one of the committee chairmen remarked, "Had we known it was that bad, we would have considered calling off the race." 

Yachts for the Seven Seas from "HUDSON BOAT"



Graceful, Luxurious, Rugged, Economical

Our lines include:

1. SEAWOLF 44' Ketch: Center cockpit model
2. HUDSON 45' Ketch: Center cockpit
3. FORCE 50' Ketch: Pilot house model & center cockpit.
4. FORCE 50+7' Ketch:
5. SEAWOLF 59' Ketch: Pilot house model.

Builder:

HUDSON BOAT
3608 Coolheights Drive
Rancho Palos Verdes, CA 90274
(213) 541-2993

For more information circle No 57 on Reader Service card

SHURFLO

THE LAST WATER PUMP YOU WILL EVER BUY!

| Model | GPM | PSI |
|-------|-----|-----|
| 220 | 2.5 | 15 |
| 3000 | 3.5 | 15 |

MARINE POTABLE WATER SYSTEM PUMP



One year ago Shurflo introduced their special Marine Silver Edition Water Pump guaranteed for the life of your boat.* The competition laughed, said it couldn't be done. Boat owners applauded, said finally there was a pump on which they could depend year after year!

Today, one year later, the competition is no longer laughing and boat owners have "their pump." Shurflo!

Next time you need a pump, demand Shurflo, the last pump you will ever have to buy! Our warranty says so!

*This limited lifetime warranty applies only to pumps designated "Silver Edition."

SHURFLO 1400 CERRITOS AVENUE EAST • ANAHEIM, CALIFORNIA 92805

For more information circle No. 49 on Reader Service card

with only 39 of those logging an official finish.

U.S. Coast Guard officials were having trouble answering what had now become a deluge of requests for assistance. As an early night set upon the Bay, more urgent calls delayed rescue attempts for the sailboat *Wet Spot*, which was dismantled and adrift in the rough waters off Point Bonita. *Felony*, a 30-ft. Schumacher, radioed that it was running aground and needed assistance, while deteriorating radio conditions brought more calls to race headquarters of blown out sails and engine trouble, all from sailors trying to come in.

Darkness shrouded a roaring sea, hiding 22 boats, their locations unknown to the Coast Guard and everyone at race headquarters, which were limping in under their own power with minor damages after running aground. The vessels *Lazy Boy*, *Pigeon* and *Falcon* returned to port just before midnight.

Race committee officials prepared for what was shaping up to be a long night. At 2 a.m. Easter Sunday, nine boats were reported missing.

After hours of silence, radio contact was finally made with the crew of *Catch The Wind* reporting her position 8 miles

out near the San Francisco light buoy. Using the radio of *Catch The Wind* as a relay station, efforts were made to contact the missing racers, but that attempt failed.

Somewhere still out there in the gale were Gregory Mamoine and his mate John Benson, aboard *Bad Sneakers*. Mamoine's brother-in-law, Lars Ekdahl, said he'd hoped the pair had headed out to sea to ride out the storm. Mamoine had purchased the used Moore 24 only two months ago.

Jocelyn Nash, a respected sailor on the Bay, recalled seeing what may have been *Bad Sneakers* as it rounded the Farallons about 3 p.m. in poor visibility. Nash remembers hearing a mayday call over the radio around 8:30 p.m., then, "I'm sinking, I'm sinking."

During the night, Glen Hansen, crew member aboard the *Nidarose*, was tossed overboard when the Morgan 27 did a complete roll. Hansen clung for his life to a harness, pulling himself back on board as the boat righted itself, only to be capsized two more times by 20-ft. seas, which left them adrift with a broken mast.

Easter sunrise was met by a full-scale assault of Coast Guard cutters, helicopters, and long-range, fixed-wing air-

craft. Race committee headquarters had closed by 6 p.m. Sunday night, leaving only two boats, *Bad Sneakers* and *Sweet Omega* and their crews still missing.

A life ring and inflatable raft belonging to the 22-ft. Ranger, *Sweet Omega*, was found floating off Point Reyes by the Coast Guard on Sunday. Janice White, the 31-year-old skipper of *Sweet Omega*, had trailered her boat down from Portland, OR. She had been sailing three years and was a veteran of many offshore races, including a solo race to the Farallons the weekend before this race. Larry Ohs, her partner, was considered a seasoned sailor with at least two Transpac races to his credit.

Shattered pieces of a green boat hull, positively identified as belonging to *Sweet Omega* were later discovered by the Coast Guard, stewn among the rocky coastline north of the Golden Gate. Blue and gray fragments of another hull were later confirmed as wreckage of *Bad Sneakers*. All four sailors were presumed lost at sea.

Reflecting on the events leading to the tragic outcome of this year's race, one of the committee chairmen remarked, "Had we known it was that bad, we would have considered calling off the race." 

Yachts for the Seven Seas from "HUDSON BOAT"



Graceful, Luxurious, Rugged, Economical

Our lines include:

1. SEAWOLF 44' Ketch: Center cockpit model
2. HUDSON 45' Ketch: Center cockpit
3. FORCE 50' Ketch: Pilot house model & center cockpit.
4. FORCE 50+7' Ketch:
5. SEAWOLF 59' Ketch: Pilot house model.

Builder:

HUDSON BOAT
3608 Coolheights Drive
Rancho Palos Verdes, CA 90274
(213) 541-2993

For more information circle No 57 on Reader Service card

SHURFLO

THE LAST WATER PUMP YOU WILL EVER BUY!

| Model | GPM | PSI |
|-------|-----|-----|
| 220 | 2.5 | 15 |
| 3000 | 3.5 | 15 |



MARINE POTABLE WATER SYSTEM PUMP

MARINE SILVER EDITION LIFETIME WARRANTY

One year ago Shurflo introduced their special Marine Silver Edition Water Pump guaranteed for the life of your boat.* The competition laughed, said it couldn't be done. Boat owners applauded, said finally there was a pump on which they could depend year after year!

Today, one year later, the competition is no longer laughing and boat owners have "their pump," Shurflo!

Next time you need a pump, demand Shurflo, the last pump you will ever have to buy! Our warranty says so!

*This limited lifetime warranty applies only to pumps designated "Silver Edition."

SHURFLO 1400 CERRITOS AVENUE EAST • ANAHEIM, CALIFORNIA 92805

For more information circle No. 49 on Reader Service card