

Latitude 38

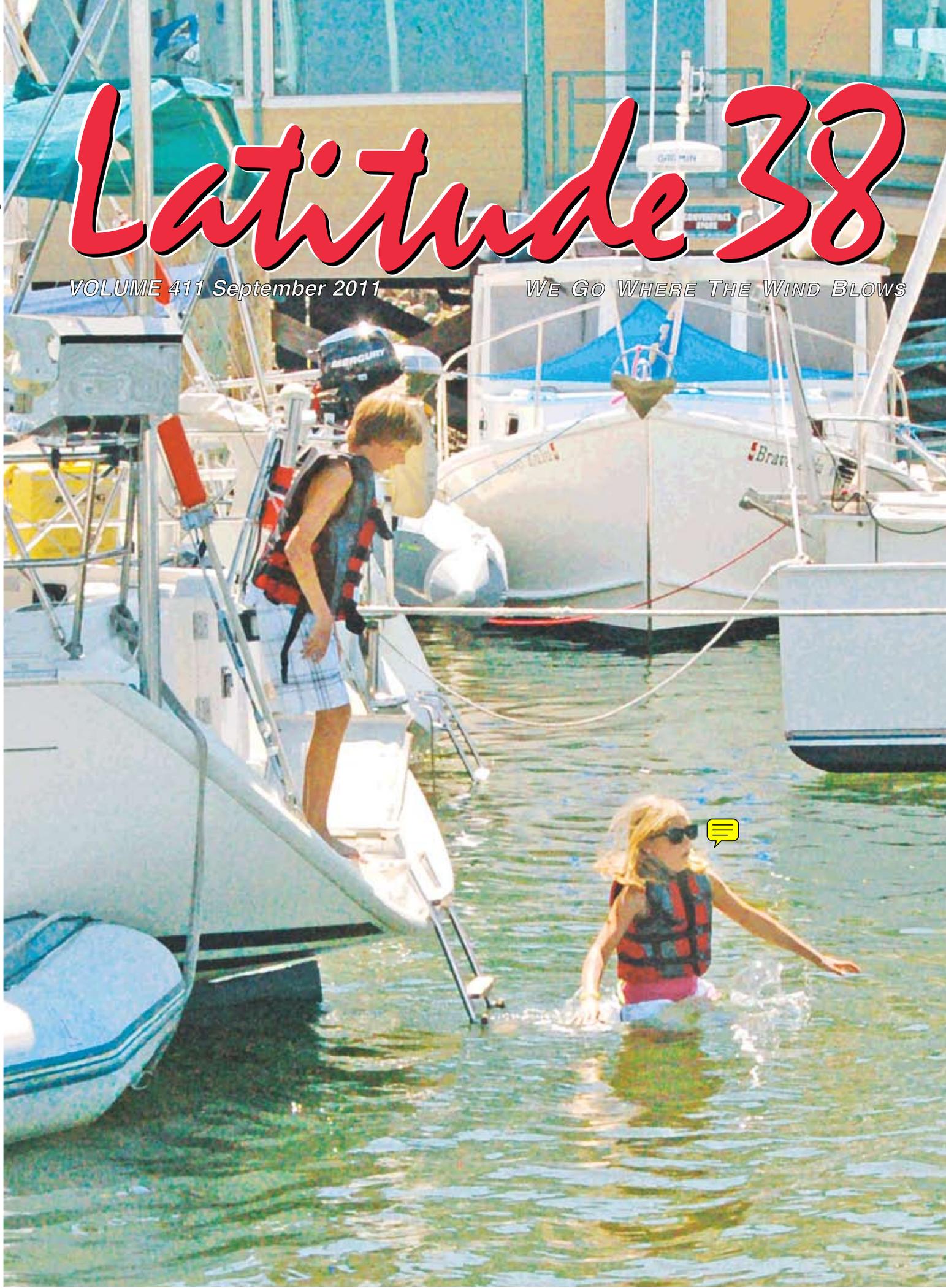
Latitude 38

VOLUME 411 September 2011

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2011

VOLUME 411



DELTA DOO DAH 3D

Who could have suspected that such a goofy-sounding event as the Delta Doo Dah would age as gracefully as the finest Bordeaux? OK, maybe more like a decent boxed wine, but still, the week-long rally from San Francisco Bay to the Delta just seems to get better and better every year.

"Best Doo Dah ever," enthused three-time vet Jay Hickman of the Islander 36 *Zorza* when asked how the third running of the event stacked up with the previous years. That was a common sentiment with the crews from the 20 other veteran boats who joined the Delta Doo Dah 3D, though they couldn't always put their finger on exactly why.

Maybe it was the hearty welcome the fleet of 50 boats received at each of the official stops. Or perhaps it was all the great prizes donated by generous sponsors. Or it could have simply been the excitement and entertainment that comes from bringing together 120 sailors who all want the same thing: to have a little fun in the sun.

Delta Doo Dah 3D kicked off the evening of July 29 at Berkeley YC,

where skippers and crew got the chance to get to know each other, swap a few stories and dip into some of the mouthwatering pulled pork whipped up by vets — and BYC members — Erik and Brian Jones of the *Glastron Spirit 28 Sizzle*. Berkeley Marina graciously hosted a number of Doo Dah'ers who had brought their boats over in preparation for the following morning's photo op/start.

Aya Camps-Romero, 2, shows off her 'ink'.

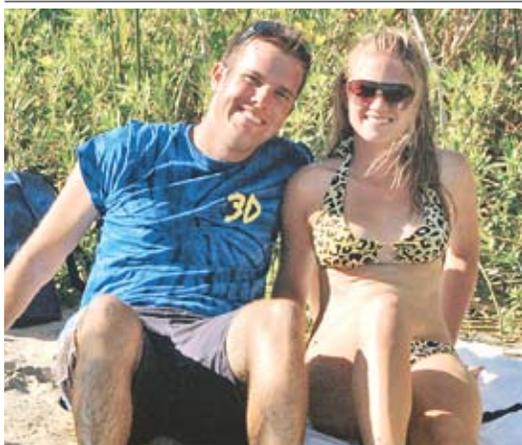
As has been so typical of this summer, the morning of July 30 dawned gray and gloomy but almost as soon as the fleet sailed under the Richmond Bridge at around 11 a.m., the skies cleared and the wind filled in enough for some brisk — yet smooth — sailing all the way to the event's first official stop: Vallejo YC.

Having a century's worth of experience fitting hundreds of boats into their snug harbor, VYC members neatly tucked the fleet in between rows and called everyone up for dinner. After an in-depth skippers' meeting — during which guest speakers Chris Lauritzen talked about

getting around in the Delta and James Muller with the San Francisco Estuary Partnership offered everyone anchored in Potato Slough on Wednesday a free holding tank pump-out, and tons of prizes were handed out — the tables were cleared and the dance floor filled. Some revelers enjoyed the club's relaxed bar hours until the wee hours, making the next morning's early wake-up call a bit of

a headache . . . in more ways than one.

With a 40-mile day lying ahead, coupled with an early switch in the current, the fleet was ready to break the raft-up at 9 a.m. — though some crewmembers were noticeably less perky than others. Their spirits were soon lifted as the wind picked up and the marine layer cleared, making for one of the loveliest sailing days many had had in a long



PATRICK WILKINSON



ALL PHOTOS LATITUDE / 'DOODETTE' LADONNA UNLESS NOTED



MITZI CARTER

— BETTER THAN EVER

time. Though some were worried about making it to Owl Harbor Marina by the time the 'Welcome to the Delta' party was scheduled to start at 6 p.m., nearly every boat was settled in before the band even started tuning up.

Owl Harbor Habormaster Devery Stockon and her crew went all out to welcome Doo Dah'ers, going so far as to relocate some tenants in order to fit the

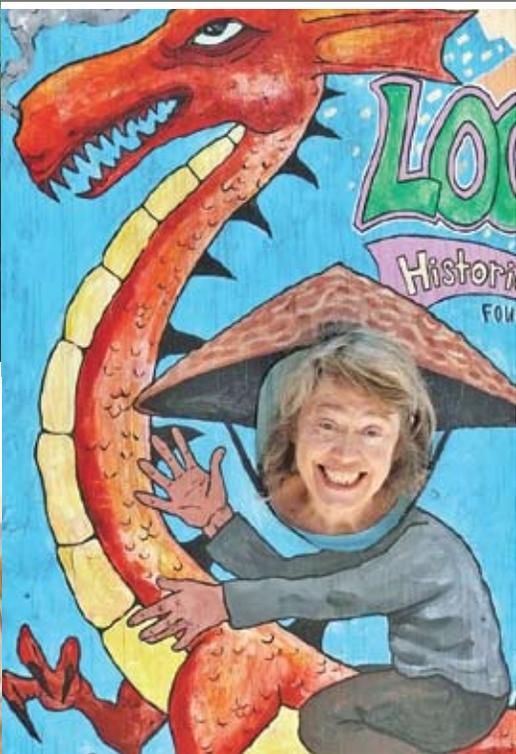
fleet. But it only got better from there, as everyone found out when they walked down the levee to a big tent and a free Mexican buffet. If that weren't enough for the crowd — and it would have been since we all know that the best way to earn a sailor's heart is to give him free food — Devery gave away prizes and then introduced a killer blues band that kept the house rockin' for hours.

As the sun rose Monday morning, this Doodette found herself being interviewed by the effervescent Bethany Crouch from *Fox 40 Live*, a Sacramento morning show. During one segment, Bethany wanted to illustrate some of the maintenance boatowners have to perform, so she gamely rode a bosun's chair up the mast! (You can see all the segments at www.facebook.com/latitude38.)

Many were loath to leave the comforts of Owl Harbor, especially after being



ERIK JONES



Doo Dah Debauchery — (top row, l to r) Eric from 'Odyssey' and Stephanie from 'Tazman' get acquainted; turns out that 50 people, two dogs, two cats, seven guitars, one bass, one keyboard and a full drum set fit on the bow of 'Buffalo Spirit'; the fleet rafted at the six-slip Sugar Barge; Patrick from 'Reality Cheque' gamely went up the mast to get the potluck's money shot; (middle row) skurfing in Potato Slough; Bruce & Katherine from 'Carousel' enjoyed a romantic sunset; Mari from 'Jolin' goofed around at Locke; Robbie caught several fish aboard 'Buffalo Spirit'; (bottom row) moonrise at Bedroom 2; "Not in my beer, dude!"; Andrew from 'Reality Cheque' really shredded it up with the Potato Slough Jam Band; the kids couldn't let the old guys have all the splashy fun.



JOE HELFAND

TARA PEARCE



Katherine and Peter.

DELTA DOO DAH 3D

treated to a complimentary pancake breakfast (see earlier statement about hungry sailors), but the time had come to move on to what's become a Doo Dah tradition: the Bethel Island Beach Party.

After the fantastic welcome the fleet received at Owl Harbor, folks wondered how their week could get any better. Enter Bethel Island's Peter Yates and his mad-cap crew of partythrowers. As the fleet approached this year's new Bethel Island destination, Sugar Barge Resort & Marina, Peter deftly packed everyone in like those stinky little fish.

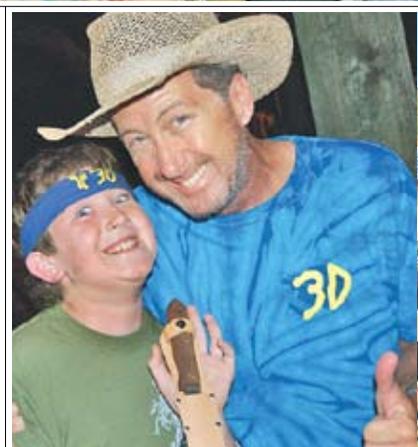
The mood was festive and many crew members hopped a ride aboard a WWII-era bridge tender to a small beach on Franks Tract, where Peter's vivacious fiancée Katherine greeted them. Folks took turns buzzing around on Sea-Dos, wakeboarding behind speed boats, testing their balance on paddleboards or just drinking up the sun (not to mention the rum drinks Katherine and her helpers handed to every over-age arrival). "I didn't do the Beach Party last year," said one Doo Dah vet, "and now I really regret it. This was a total blast!"

Just about the time the last boat full of partiers returned, Sugar Barge started serving mouth-watering tri-tip dinners, followed by locals and Doo Dah'ers alike getting up to sing karaoke, play instruments, and generally make a delightful ruckus.

Tuesday was the first of three 'free days', a time for Doo Dah'ers to do a little exploring on their own. While most of the fleet — about 30 boats — followed this Doodette to Potato Slough, a handful accompanied Doodette Christine Weaver



Jay Hickman showed real 3D spirit by sailing 'Zorza' the entire trip.



2011 Delta Doo Dah 3D Participants

+ = Sailing singlehanded; * = Soul Sailor, having sailed the entire course

Annie	Sprague Cutter 33	Jeff & Annie Cook	Sacramento
Aquavit	Swan 36	Bruce & Gail Sinclair	Vallejo
Ardea	Tartan 37	Jim & Georgianne Boissier	Fremont
Autumn Wind	Catalina 34	Brian Plautz & Elizabeth Kline	Reno, NV
Because...	Jeanneau 45 DS	Tim & Rhonda Shea	Napa
Bravo Zulu	Downeast 33	Conrad & Majel Arnold	Sacramento
Buffalo Spirit	Brewer 46	Ruben & Robbie Gabriel	Vallejo
Bumpy	C&C 40	Rich & Shawn Wideman	Novato
Calaveras	Explorer 45	David Lyon & Angela Aragon	Woodside
Carousel	Pearson 35	Bruce Smith & Katherine Jones	Los Gatos
Dasha	Ericson 30	Franz & Margo Vandercappellan	Roseville

+Family Naut	Hunter 31
Final Call	Catalina 30
Gitana Vela	Mariner 31
Goose	Catalina 30
Gute Fahrt 2	Hunter 31
Hapa Girl	Contour 34 tri
Holiday	Cal 36
Hotel California	Catalina 375
'ilohale	Hanse 341
Jolin	Nonsuch 30
Kyra's Joy	Catalina 36
La Vida	Catalina 320
+Left of Center	Cheoy Lee 30
Liberté	Kaufman 47

Grant Du Plooy
Don & Cathy Mibach
Bruce Allen & Karen Mentzer
Mike & Lorianna Kastrop
Tom Shuster & Jan Stockon
Greg Mitchell & Byung Choung
Mike & Diane Robinson
Michael & Linda Stafford
Gary & Nancy Ryan
Joe Helfand
Peter & Georgianne Pillsbury
Michael & Joan Mellon
Dan Potash
Dave & Juliana Rosenberg

Walnut Creek
San Francisco
Sausalito
Redwood City
Rio Vista
Burlingame
Orangevale
Bodega Bay
Greenbrae
Alameda
Scotts Valley
Santa Cruz
Berkeley
Los Altos



Doo Dah Debauchery — (top row, l to r) Eric from 'Resolute' and Patrick give a victory leap after winning the dinghy race; chillaxin' Doo Dah style; four boats and a dozen dinghies rafted up for the potluck; Brian cools down behind 'Sizzle'; Ruben grilled up the appies on 'Buffalo Spirit'; (middle) newlyweds Tara and Alex Pearce go for a joyride; Julia loved wearing her prize on 'Liberté'; David and Angie were late to arrive at VYC because they sailed 'Calaveras' up from the South Bay; (bottom) Jim and Georgianne brought their teenage granddaughter and niece (not shown) aboard 'Ardea'; Ian and Tim Shea from 'Because...' went crazy over the 'killer' knife they won; Annie from the aptly named 'Annie' enjoyed Owl Harbor's pancake breakfast; Stacey from 'Scarlett' was delighted to win a copy of 'The Pirate Potato Cannon'; John, Alisa and Elani — and their four-legged crew — were back for the third time aboard 'Volaré'.



Little Miss Magic Lucy!
Mai Pen Rai
+Nenya
Odyssey
Oli Kai
Prime Time
Reality Cheque
Resolute
Scarlett
Seascape
Shrimp Louie
Sizzle
Solace

Gemini 105
 Beneteau 343
 Islander 36
 PS Orion 27
 Bristol Channel Cutter
 Seawind 1000
 MacGregor 26
 Beneteau First 35s5
 Hunter 33
 Tartan 30
 Passport 37
 Cal 2-29
 Glastron Spirit 28
 Jeanneau SO 45.2

Ted & Judy Lord
 Roy & Barbara Johnston
 Noble & Barbara Brown
 John Yannotti
 Wayne & Karen Edney
 Eduardo Camps-Romero & Mitzi Carter
 Edward & Elizabeth Dietz
 Kevin & Lori Wilkinson
 Jason & Eric Kopps
 Eli Myrick & Akio Omori
 Roger & Michelle Ballew
 Alex & Tara Pearce
 Erik & Brian Jones
 Spencer & Laura Borg

Discovery Bay
 Santa Rosa
 S. Lake Tahoe
 Forest Knolls
 Cameron Park
 Alameda
 Merced
 Woodside
 Alameda
 Oakland
 Vallejo
 Sausalito
 San Francisco
 Danville

Tazman
TNT
Volaré
Wiggle Room
***Zorza**

Ericson 32
 Aries 32
 Hunter 30
 Ericson 38
 Islander 36

David & Ruth Sawyer
 John & Christopher Mann
 John & Alisa Cassero
 Don & Jan Wigle
 Jay Hickman & Joshua Boylan

Napa
 Greenbrae
 Berkeley
 Modesto
 Sausalito

3D Sponsors

Berkeley Marina www.ci.berkeley.ca.us/marina • **Berkeley YC** www.berkeleyyc.org • **BoatU.S.** www.boatus.com • **Bruno's Island** www.brunoisland.com • **Delta Marina** www.deltamarina.com • **Gabriel Insurance** www.gabrielinsurance.com • **International Marine** mhprofessional.com/product.php?isbn=0071628371 • **Lauritzen's Yacht Harbor** www.lauritzens.com • **Little Venice YC** (209) 956-1773 • **OPB-YC.com** • **Owl Harbor** www.owlharbor.com • **Pittsburg Marina** www.pittsburgmarina.com • **R. Murphy Knives** www.murphyknives.com • **Sol Light/Shockles** www.sollight.com • **Southbound Solar** www.southboundssolar.com • **Sugar Barge** www.sugarbarge.com • **Stockton SC** www.stocktonsc.org • **Vallejo YC** www.vyc.org • **West Marine** www.westmarine.com

DELTA DOO DAH 3D

up Georgiana Slough to Walnut Grove, and even more adventurous souls set off on their own.

Those in Potato Slough's Bedroom 2 were treated to free holding tank pumpouts on Wednesday, then later converged on Ruben and Robbie Gabriel's Pan Oceanic 46 *Buffalo Spirit* for a pot-luck. We stopped counting the bodies after 50 people boarded to chow down, visit with new friends they had yet to meet, and listen to the Potato Slough Jam Band, which included an electric guitar, bass, keyboard, harmonica and full drum set!

It's funny, but the days in Bedroom 2 seem to pass very quickly — one minute you're sharing your morning tea with some neighbors, the next you're in an epic water battle followed by an even more epic sailing dinghy race (a race won by the doublehanded team of Eric Kopps, 14, from *Resolute* and Austin Borg, 13, from *Solace*). The next thing



The Doo Dah kids loved zipping around Franks Tract at the Bethel Island Beach Party.

you know, you're wondering how it got to be Friday morning already.

But Friday it was — the last day of the Doo Dah. The cooling winds that had kept everyone from overheating the rest of the week evaporated, forcing the thermometer to peak around 100° by the time the fleet arrived at the always-

friendly Stockton Sailing Club.

Doo Dah'ers were greeted by helpful chase boats guiding them in, air conditioning in the bar, and plenty of ice cold drinks. A kayak race was organized for 14 of the more energetic folks, who earned *Latitude 38* hats as a reward. But the real celebration started a little later with SSC's famous BBQ dinner and the Doo Dah Hoopla. Live music, dancing and prizes galore ended the Delta

Doo Dah 3D in style.

As it is every year, Saturday morning's dispersal of the fleet was a bitter-sweet affair. But hopefully everyone was left with happy memories of a fantastic week in the sun. We'd like to think that, much like a 1999 Chateau Le Pin Pomerol, the Doo Dah "leaves a lasting taste and a lingering sensation."
— *latitude/ladonna*



Doo Dah Host



Thank you for visiting us during the Delta Doo Dah 3D!

Hope to see you again ~ Devery, Captain Jack Sparrow, Javier, Kurtis, Luis

Stop by Owl Harbor Marina – New Look, New Feel, New Place!

1150 W. Twitchell Island Rd., Isleton, CA 95641

916-777-6055 or visit us at www.OwlHarbor.com

Sail into Savings with Insurance from BoatU.S.

BoatU.S. rewards safety conscious boaters with lower premiums. Save up to 30% on our low-cost, broad coverage policies. Here's how:

- ▶ Complete a Boating Safety Course—offered through your state or online at BoatUS.com.
- ▶ Be a Member of the Coast Guard Auxiliary or local Power Squadron.
- ▶ Insure More than One Boat with Us—more policies equal more savings!
- ▶ Be a Good Driver—BoatU.S. believes good drivers make good boaters.
- ▶ Save even more once you become a policyholder with our Diminishing Deductibles.

Be safe and save! Just a few reasons it pays to insure your boat with BoatU.S.—the best crew for protecting you!

FAST, FREE QUOTES

1-800-283-2883 or BoatUS.com/insurance
mention priority code 4848



All policies subject to limits and exclusions. The Diminishing Deductible applies to hull coverage only. It does not apply to the Named Storm Deductible.



**VALLEJO
MARINA**



Gateway to the Bay & Delta

The North Bay's Only Full-Service Marina!

- Slips starting at \$6.79 per foot!
- Concrete and Wood docks
- 23' enclosed storage units available
- Night security guard



(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

www.ci.vallejo.ca.us marina@ci.vallejo.ca.us

FULL SERVICE MOBILE RIGGING



Competitive Rates • More than 18 years experience
Firm labor quotes on most projects



Alameda

yachtcheck@yahoo.com

(510) 815-4420

LIFE-CHANGING LANDFALLS —

"Our long passage to French Polynesia was rewarded by incredible beauty when we arrived at Nuku Hiva," recalls Robbie Baxter of the Australia-based Orana 44 *Catwagon*. "The entrance to



IB SVANE

Just for the record, Aussie Yadranka Svane of the Hans Christian 38 'Aeolus' strikes a pose at latitude zero.

the bay was amazingly dramatic, with two giant rocks guarding each side of the entrance — just an awesome sight. And the bay was surrounded by rugged, lush, green mountains."

After enduring any extended ocean passage, making landfall is almost always exhilarating. But completing the crossing from the West Coast of the Americas to French Polynesia — a minimum of 2,800 miles — is a particularly

Doug Scott of 'Moondance' finally got to hoist the courtesy flag in anticipation of his Marquesan landfall, after 15 years of pipedreaming.



CARLA SCOTT

good cause for celebration. Because, as veteran circumnavigators know, that's the longest patch of open water a sailor has to face when rounding the globe via the tropics.

Knowing that, we expend lots of time and ink every year celebrating the springtime migration of each new fleet of westbound cruisers, whom we like to call Pacific Puddle Jumpers. Ever since coining that phrase many years ago, we've been co-hosting PPJ Sendoff Parties with the Vallarta YC, at Nuevo Vallarta's Paradise Village Resort, and in recent years also with the Balboa YC on the Pacific side of the Panama Canal.

During the past few seasons, boats that registered with us have been eligible for a special low-cost package that includes clearance in and out, immigration bond exemptions (a substantial saving of time and money), and duty-free fuel access as soon as they arrive in the Marquesas. Now that the word is out about these 'bennies' our Puddle Jump rally has drawn entrants from dozens of countries — 193 registered this year.

We should be clear that unlike the Baja Ha-Ha or the ARC, this is a rally in the loosest possible terms, as boats leave from many different places at different times throughout the spring. But they share tips through seminars before setting out, and keep in touch en route via radio nets. Upon arrival, many Jumpers meet face-to-face for the first time at the Tahiti-Moorea Sailing Rendezvous, which we put on with the support of several Tahitian partners. (See our report in the August edition.)

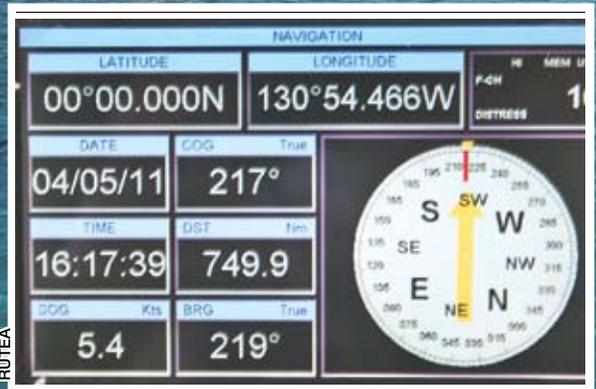
We weren't able to study the experiences of every crew that crossed this year, but the consensus seems to be that 2011 was a mighty fine year to make the jump. Generally speaking, many boats enjoyed good sailing breezes in the 12- to 20-knot range most of the way across, except within the Intertropical Convergence Zone (ITCZ). And — whether by luck or smart planning — many boats found the Zone was relatively narrow where they crossed it, thereby ex-

posing them to relatively short periods of squalls and/or dead air. We're happy to report also that there were no mid-ocean rescues this season, whereas last year there were two that we know of.

At least a half dozen boats left La Cruz, on Mexico's Banderas Bay, on the

"We had a storybook crossing. It was much easier than I anticipated."

same day in late March, and as Neal Schneider of the San Diego-based Contest 48 *Rutea* describes, "We had a storybook crossing. It was much easier than I anticipated. Before we actually 'jumped', I was bracing myself for everything from gales to slatting sails. While we did have short periods of no wind in the doldrums (ITCZ), we had fantastic sailing almost everywhere else. If I had to say what



RUTEA

PACIFIC PUDDLE JUMP RECAP

surprised me the most, it would be how much I enjoyed the terrific sailing."

New Zealanders Jo and Rob Woollacott left La Cruz two weeks later aboard their home-built 42-ft ketch *Blue Moon*. "We thought we would have doldrums and/or Convergence Zone for days," says Jo, "but we only had a few hours without wind, and a day of squalls in the ITCZ. We know it is all just luck, but we were happily surprised by our weather." They made the trip in an impressive 18 days.

Although no two boats ever experience identical conditions, this year those who stayed longer in the northern hemisphere reported better winds and less sloppy sea conditions than those crossing via the Galapagos, who were typically south of the equator for their entire trip.

Spread: The only time you'll find so many boats in a Tahitian bay is during our annual Rendezvous in Moorea. Insets: Proof of 'Rutea's equator crossing; Fun-loving kids like Francois of 'Calou' (front) always make friends quickly.

As you'll read, the half-dozen boats that crossed from Hawaii this year — which is relatively uncommon — had a challenging crossing, to say the least, with winds forward of the beam for much of the 2,500-mile trip.

As always, the preconceived expectations of many crews differed from the reality of their crossing, sometimes for the better, sometimes for the worse.

"It was much calmer, relaxing and more enjoyable than I thought it would be," reports first-time ocean-crosser Monica McKaskle of the Hawaii-based Easton 40 cat *Savannah*. "The seas really weren't that big and scary."

"I thought three weeks of night watches would be tough," admits Chet Chauhan, skipper of the San Francisco-based Beneteau First 38s5 *Sudden Stops Necessary*. "But we quickly settled into



REALITY

After 13 years of cruising San Franciscans Vaughn and Sharon Hampton of 'Reality' have learned many 'survival techniques.'

a routine. I was surprised I enjoyed the ocean crossing experience so much, and I'm looking forward to the next one."

"We were surprised at the lack of other vessels en route," recalls Australian Mike Drury of the Fremantle-based IP 420 *Fully Involved*. "We only saw one fishing boat in 24 days and no yachts. There was also a distinct lack of sea life except for birds and the one school of fish we encountered."

"For some reason, we pictured that crossing the doldrums would entail cocktails with umbrellas, and getting lots of jobs done because we'd be in such calm seas," says Shelly Heaslip of the Gulfstar 68 *Imagine* (which is based in Hawaii, but departed from Mexico). "As it turned out, we really didn't experience much of a change in sailing conditions. Most of the squalls were north of the equator and the swell was a continuation of a somewhat confused sea which basically hit us on the beam the whole way."

As is typical year after year, more boats left from Puerto Vallarta and Panama (many of these passing via the Galapagos) than from elsewhere. But others jumped off from a variety of other West Coast locations. "We left Cabo San Lucas," explains Carla Scott of the Albuquerque, NM-based Tayana 42 *Moondance*, "hoping the winds would be in our favor



MEREKAVA

MOONDANCE

LIFE-CHANGING LANDFALLS —

and let us sail to the Gambiers (archipelago). They weren't, so we changed course and headed to the Marquesas. Good choice — we loved Nuku Hiva!"

With this year's generally moderate conditions, the strain on crews was arguably less than in some years. But any way you slice it, crossing 3,000 miles of open water is a long, long trip. "I was surprised at the monotony of the voyage," says Diana Hudson of the Denver-based Shin Fa 45 *Zephyr*. "It was a test not only of the gear on board, but also of the human spirit."

Misery at sea is relative, however. The San Francisco-based Valiant 37 *Reflections* was one of the Hawaii contingent: "Neither of us believed it would be as rough as it was," admits Sheri Seybold.

"It was a wet and wild trip. In fact, this passage has been added to our list of Passages We'd Rather Not Do Again. On

"It was a test not only of the gear on board, but also of the human spirit."

the bright side, we averaged 5.49 knots! That's a pretty respectable speed for two old sailors that hadn't made a long passage in seven years."

Regardless of which year you set sail, just about any major ocean crossing tends to be a series of highs and lows. This year's migration to French Polynesia was no different. Under the heading of 'lows', Bill Campbell and Benita Richardson of the Van de Stadt 44 *Alcheringa II* had some of the worst luck in the fleet. Four days after leaving the Galapagos they were booming along en route to Easter Island when they heard "an almighty bang!" The toggle at the upper end of their forestay had failed. Luckily, jib halyard tension kept the rig up, but the couple was forced to abandon their dreams of seeing the curious monoliths of Easter Island, and instead headed



PHAMBILI



MERKAVA



NEW MORNING

Clockwise from upper left: Looking for landfall on 'Phambili'; Dolphins off the bow of 'Merkava'; Neptune slays a mermaid aboard 'New Morning'; shellbacks pop the champers on 'Sarah Jean II'; equatorial silliness on 'Savannah'; Corie picks a tune aboard 'Rutea'; 'Infini's big catch; swimming with tame rays at Moorea.



ANDY MCKASKLE / SAVANNAH



INFINI

PACIFIC PUDDLE JUMP RECAP

straight to Tahiti for repairs. "Now we are creeping along at about 3 to 4 knots — walking speed — with about 3,200 miles to go 'til we get a break!" Benita wrote in her blog. Fortunately, the wind angle to Papeete was close to dead astern, so they were able to limp along successfully under main alone, finally arriving after 34 days at sea.

Having sailed far and wide during their 16 years of cruising, Rob and Jo Woollacott are certainly the among most experienced cruisers in this year's fleet. But that didn't make them immune to bad luck. At some point during their passage, Rob jumped overboard to tighten an overly-active rudder bearing

and was stung by a potentially deadly Portuguese man-of-war. As Jo explains, he recovered after downing "massive doses of vitamin C and antihistamines."

Other lows? *Moondance*: "Trying to avoid a big squall that chased us around all night. We were soaked and exhausted when it finally passed us." *Narama*: "A couple of squally days where we constantly had to change sails, or furl and unfurl the jib to deal with the wind changes. It seemed like it would never end." *Savannah*: "Trying to keep up with the energy of a five-year-old on a boat for 21 days."

Calou: "About a week after leaving Mexico our 12-year-old son, Antoine, tried to free something from the freezer by chipping at the ice with a sharp knife, and he pierced the evaporator. Also, *twice* having to physically remove the (full) holding tank and dump it overboard when it refused to empty itself." *Champagne*: "Low points were when repairs caused us to think the voyage might have to be abandoned." They'd intended to cross directly from Long Beach, but had to divert twice to make a variety of repairs (see table on page 102).

When a crewmember aboard *Imagine* was asked why she would want to make this crossing more than once, she aptly observed, "It's like childbirth: You forget." Fortunately, with time most sailors tend to forget about the low points, while the highs remain etched in their memories.

"The star gazing at night was definitely a high point," says Canadian Heidi Krajewsky of the Victoria, B.C.-based Brologa 33 *Narama*. "Another was catching a large tuna and seeing a sperm whale."

"For us, the high point was when we found out we are competent sailors!" says Krister Bowman of the San Francisco-based CS36 *Britannia*. He and his wife Amanda had only been sailing for two years before entering the cruising life last fall. (See last month's *Sightings*.)

"For us the highlight was reaching the most remote islands in the world — Pitcairn and Easter," recalls Noel Parry of the Australia-based Aleutian 51 *Pyewacket II*.

"The awesome moonlit skies and many glorious rainbows were a delight, as were the many gorgeous sunrises and sunsets," remembers Robbie of



Catwagon. "We experienced great sailing in 20-knot winds and flat seas near the equator, but actually crossing it was the highest point for us, as it was a first."

Not only is an equator crossing the ultimate mid-ocean milestone of such a trip, but it gives crews a much-needed excuse to take a break from their usual routines to celebrate and/or get a little silly. Those who've crossed before (called shellbacks) typically perform good-natured initiation ceremonies on first-timers (called pollywogs). Every fun-loving crew had a variation on the ritual, from smearing ketchup or shaving cream in the hair of pollywogs, to dressing in full costume and sharing a toast with King Neptune (or Poseidon, depending on your favorite version of ancient mythology).

The veterans aboard *Blue Moon* initiated their neophyte crewman, Colin, by dressing him in "a skirt made from the

"For us, the high point was when we found out we are competent sailors!"

finest seaweed; he was crowned with urchin spines and adorned with a fresh squid necklace."

The Powell family aboard the Tiburon-based Jeanneau 45 *Calou* got into the act by sharing cake and champagne with Poseidon, then swimming around the boat. Sixteen-year-old Francois and crewman John Thompson actually swam over the equatorial line, as did the crew of *Sudden Stops Necessary*, all three of whom were pollywogs. Their self-initiation ceremony may have been the most elaborate in the fleet, as friends had supplied them with



SARAH JEAN II



SAVANNAH



RUTEA

2011 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
<i>Alcheringa II</i>	Van de Stadt 44	B. Campbell & B. Richardson	Edmonton, AB	Galapagos 5/25	Papeete 6/27	34	3,815	N/A	120 hrs	180	37	25 k	3	forestay toggle, autopilot, gooseneck, backstay frayed
<i>Blue Moon</i>	Woollacott 45	Rob & Jo Woollacott	Devonport, NZ	PV 4/9	Hiva Oa 4/28	18	2,814	128W	4 hrs	175	117	25 k	3	Windex failed (booby), rudder fitting
<i>Britannia</i>	CS 36	Krister & Amanda Bowman	San Francisco, CA	PV 4/9	Nuka Hiva 4/29	19.5	3,000	130W	0 hrs	175	100	< 35 k	0	autopilot belt, torn spinnny clew
<i>Catwagon</i>	F-P 44	Neville Slee & Robbie Baxter	Port Adelaide, AUS	San Diego 4/10	Nuku Hiva 5/11	22	3,200	133W	36 hrs	160	85	35 k	0	spinnaker blowout, leaks
<i>Champagne</i>	Beneteau 42	Clark Hamm & Marga Bakker	Long Beach, CA	Cabo 5/19	Nuku Hiva 6/12	35	3,835	134W	91 hrs	161	97	36 k	5	watermaker, AIS, SSB, autopilot, generator, holding tank, engine, stove
<i>Calou</i>	Jeanneau 47	Powell family	Tiburon, CA	PV 3/25	Fatu Hiva 4/18	23	2,881	128W	30 hrs	154	92	40 k	0	radar, refrigeration, holding tank
<i>Don Quixote</i>	Lagoon 380 cat	Conger family	Seattle, WA	La Paz 4/10	Hiva Oa 5/9	22	2,642	152W	5 hrs	152	74	30 k	1	SS tang, spinnaker hardware
<i>Fully Involved</i>	Island Packet 420	Mike & Jan Drury	Fremantle, AUS	Ensenada 3/8	Nuku Hiva 4/2	26	3,466	133W	42 hrs	191	95	40 k	3	tear in mainsail, voltage regulator
<i>Georgia J</i>	Passport 47	Kim & Sharon Barr	Tiburon, CA	San Diego 4/5	Hiva Oa 4/25	19.5	3,000	135W	200 hrs	208	100	38 k	0	lost nut, dropped lower shrouds, polluted water & fuel, generator
<i>Imagine</i>	Gulfstar 68	David & Shelley Heaslip	Hilo, HI	La Paz 4/17	Hiva Oa 5/6	19	N/A	129W	75 hrs	189	117	25 k	3	blown gennaker & jib, broke outhaul, hydraulics, fridge
<i>Kite</i>	Valiant 42	Jack & Zdenka Griswold	Portland, MN	Galapagos 4/29	Hiva Oa 5/17	18	3,055	N/A	45 hrs	196	138	25 k	N/A	none
<i>Madrona</i>	Tayana 37	O Caddy & C O'Donoghue	Edmonds, WA	Cabo 5/9	Hiva Oa 6/17	38	3,000	130W	22 hrs	147	-7	37 k	N/A	control line on Monitor vane
<i>Merkava</i>	Fraser 41	Mark & Yuka Aisbett	Vancouver, BC	Manzanillo, MX	Hiva Oa 4/12	25	2,986	131W	140 hrs	162	82	25 k	6	voltage regulator, halyard parted
<i>Moondance</i>	Tayana V-42	Doug & Carla Scott	Albuquerque, NM	Cabo 4/6	Nuka Hiva 4/28	22	2,804	129W	34 hrs	168	96	32 k	5	halyard, jib stitching
<i>Narama</i>	Brolga 33	S Anstee & H Krajewsky	Sydney, AUS	Galapagos 4/14	Hiva Oa 5/8	25	2,941	90W	16.3 hrs	155	84	30 k	1	mainsail stitching
<i>Nicone</i>	Contest 41	Peter & Leena Baeni	Helsinki, FIN	Galapagos 4/22	Fatu Hiva 5/15	23	3,132	87W	77 hrs	161	75	22 k	0	topping lift, roller bearing
<i>Pyewacket II</i>	Aleutian 51	Noel & Jackie Parry	Jervis Bay, AUS	Galapagos 2/?	Easter Is	16	2,200	86W	36 hrs	204	50	N/A	3	reefing block exploded
<i>Reflections</i>	Valiant Esprit 37	Gene & Sheri Seybold	San Francisco, CA	Honolulu, HI 4/27	Manihi, Tia 5/16	19	2,509	143W	35 hrs	158	107	46 k	0	leaks, leaks, leaks!
<i>Rutea</i>	Contest 48	Schneider / Sandven family	San Diego, CA	PV 3/23	Hiva Oa 4/10	18	3,076	130W	36 hrs	166	128	< 30 k	N/A	none
<i>Sarah Jean II</i>	Saga 43	Norm & Beth Cooper	Vancouver, BC	PV 3/19	Hiva Oa 4/7	19	2,806	131W	79 hrs	182	100	25 k	N/A	main halyard chafe, whisker pole
<i>Savannah</i>	O Easton 40 cat	Andy & Monica McKaskle	Hilo, HI	PV 3/17	Hiva Oa 4/7	21.5	2,920	130W	50 hrs	188	30	30 k	3	autopilot belt broke
<i>Shango</i>	Pac Seacraft 40	Amy Jordan & Roger Block	Newburyport, MA	Galapagos 3/18	Fatu Hiva 4/8	21	3,075	88W	44 hrs	177	80	30 k	0	none
<i>Sudden Stops Nec</i>	Beneteau 38	Chet Chauhan	San Francisco, CA	PV 3/23	Nuku Hiva 4/15	23	2,900	131W	65 hrs	170	95	30 k	10	rudder play
<i>Tomboy</i>	Alajuela 33	Tom & Janis Bell	Nogales, AZ	PV 3/16	Nuka Hiva 4/8	24	2,975	30W	55 hrs	145	86	35 k	0	Aries gear slipped
<i>Zephyr</i>	ShinFa 45	Bill & Tracy Hudson	Denver, CO	PV 4/9	Nuku Hiva 5/6	27	3,208	130W	51 hrs	150	65	45 k	N/A	roller furler bearing, chafe, vang blocks



MARINERS
GENERAL INSURANCE GROUP

INSURING YACHTS FOR OVER 50 YEARS

Providing Cruisers and Racers All Over the World
with Prompt, Reliable Service since 1959

Contact Us for a Quote



Seattle
800-823-2798

N. California
boomeins@aol.com
800-853-6504

L.A./Orange Co.
800-992-4443

San Diego
800-639-0002

Puerto Vallarta
52-322-297-6440

East Coast
Bradenton, FL
800-914-9928

Exclusive
MARINERS Odyssey® Program

Mexico
South America
South Pacific
Caribbean
Mediterranean

Racing Sailboat Program

TransPac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

www.marinersins.com



MARINERS
INSURANCE MEXICO

QUALITY COVERAGE AVAILABLE IN MEXICO

Mariners Insurance Mexico offers insurance programs
for health, homes, autos, motorcycles and yachts in Mexico.

www.marinersmexico.com

Corporate Office: 206 Riverside Ave., Suite A, Newport Beach, CA 92663 / Ins. Lic. #0D36887

PACIFIC PUDDLE JUMP RECAP

a full kit of accessories before they set sail. It included: "instructions, costumes, champagne, diapers, snacks, and a framed, custom-made equator crossing certificate. We will never forget that day!" insists Captain Chet.

Even after crossing the equator (typically around longitude 130° W) there's still a lot of ocean to cover before making landfall. We won't bore you with details of all the breakage that can

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

happen out there. But we can't resist sharing this report from our charming Austrian friend Helmut Supper of the Jeanneau 37 *Anna X*: "We had lots of damage. The first *vorstag* breaks at its base to the ship, the *genuafall* breaks,

blister and *genua* get a bright cut. On the last day also the second *vorstag* was broken. We made the last 60 miles to Hiva Oa with the engine." And you thought you had problems!

Whether limping into the anchorage under torn sails, sputtering in under engine power, or blasting in under spinnaker, making landfall after so many days at sea almost always yields special memories.

We asked fleet members if they recalled the feelings they had at the time: "Elation, excitement, satisfaction, as well as some incredulity that we sailed all that distance," says Jack Griswold of the Maine-based *Valiant 42 Kite*. "I remember the wet, smoky smell of land from several miles away, and a tiny feeling by 'one of us' that we weren't quite ready for it to end."



YADRANKA SVANE

Is *Ib Svane* being chased by pirates? No way. They're just friendly Polynesian paddlers using '*Aeolus*' as a 'pace car' for their workout.

"Our nerves vibrated for days," recalls Toast Conger of the Seattle-based Lagoon 38 *Don Quixote*. "I found myself getting landsick when I climbed out of the dinghy the first time."

"We saw Nuku Hiva in the distance at sunrise. It was like a dream come true," says Tom Bell of the Arizona-based *Alajuella 33 Tomboy*. He and his wife Janis bought the boat in '84 and their South

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

Tahiti Customs policy has changed!
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise



A Subsidiary of
The Moorings Yacht Charter, Ltd.

Raiatea Carenage will make sure
paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: raiataecarenage@mail.pf

LIFE-CHANGING LANDFALLS

Pacific charts in '85, but, "life got in the way" of making the trip before now.

Crossing the Pacific to the fabled isles of Polynesia is a dream shared by thousands of sailors all over the world. If you count yourself among them, you may be interested to hear some advice from these 'newly experienced' passage-makers:

Sudden Stops Necessary: "Get a self-steering windvane. Monty, our Monitor windvane steered the boat all the way with no failures and drew no amps!"

Champagne: Consider hiring an exorcist to minimize the breakdown demons! Carry every spare part and tool possible, and make sure people are on board who know how to use them."

Don Quixote: "Wrap your citrus in aluminum foil. And only buy dark panties for all the ladies on the boat."

Anna X: "Forget your provisioning plans, bring as much beer and Tetra Pak



The primeval topography of the Marquesas make landfalls there unforgettable. Many Jumpers first meet in such anchorages.

wine as you can. Both are expensive in the islands."

Merkava: "Do it! It is sooo much better than I could have ever imagined. Being out there, and then living here among all these gorgeous islands and friendly local smiles. Every day is a new and exciting adventure, exploring and expanding our understanding of this new world, both above and below the surface."

NEW MORNING

That lyrical reminiscence is an apt place to end our little recap. As you read this, most of the 2011 fleet has now sailed beyond French Polynesia to the Cook Islands, Samoa and Tonga. And the discovery of each amazing new landfall undoubtedly brings adjustments to their original game plans, that is, if they were silly enough to make schedules in the first place.

For adventurous sailors, the Pacific islands comprise one of the planet's most spectacular playgrounds, and making 'the jump' is only the beginning of a bounty of life-altering discoveries. We wish the Puddle Jump Class of 2011 the best of luck as they journey onward.

— *latitude/andy*

For more info on the annual PPJ rally, visit www.pacificpuddlejumps.com. Online registration for the 2012 crossing will begin in December.

SAL'S

INFLATABLE SERVICES, INC.

THIS COULD SAVE YOUR LIFE!



LIFERAFT TRAINING

Just \$39

(\$1,500-2,000 repacking charge if you use your own raft!)

Wednesday, September 7
Encinal Yacht Club pool

3:30 Raft Preview/Instruction

4:00 Raft Launch & Inflation

4:00-5:00 Boarding Practice/Q&A

5:00 Showers

6:00 Latitude 38 Crew Party

There is no substitute for practice!

PHONE (510) 522-1824 • FAX (510) 522-1064

1914 Stanford Street, Alameda, CA 94501

salsinflatables@sbcglobal.net • www.salsinflatableservices.com

Reservations
Required!



Anna Stockel heads to Hawaii in the 2000 Singlehanded TransPac.

Use the Autopilot Favored by Singlehanded Racers

Because for More than 30 Years ALPHA PILOTS Have Delivered the Highest Performance, Reliability and Low Power Consumption These Competitors Demand!

Why buy an Alpha Autopilot? We'll make your boating more fun!

Singlehanded skippers have proven that the world's best autopilot can steer almost as well as they can, save battery power, be more reliable than most crew members, and almost never break down. But, what really counts is how much more enjoyable your boating can be with an Alpha Pilot!

Please visit our web site at www.alphamarinesystems.com or call **1-800-257-4225** and let our knowledgeable staff discuss how we can put pleasure in pleasure boating.



A World Class Product Built in the USA

Alpha Marine Systems, Inc. 6809 96th Avenue SE, Mercer Island, WA 98040

(800) 257-4225 (206) 275-1200 email sales@alphamarinesystems.com Web site www.alphamarinesystems.com

Southbound Solar

Affordable solar solutions for sailors.



"My Southbound Solar panels took care of all our energy needs during the Delta Doo Dah."

– Bruce Allen,
Gitana Vela,
Mariner 31,
Sausalito



Scan this with your smartphone to get more information.



www.southboundsolar.com
(503) 490-3305

The Cure for the Common Career Degree and certificate programs in boatbuilding, yacht design and systems.



The Landing School
www.landingschool.edu

ZEN SAILING

While we were Zen sailing the Olson 30 *La Gamelle* on the Richmond Riviera, the second of the four Zen circuits on San Francisco Bay, the wind died just after we rounded the northwestern end of the Richmond Harbor jetty. Temporarily unsure of what to do, we recalled a bit of Eastern wisdom: "We cannot see our reflection in running water, only in still water."

So we looked over the side. Apparently we haven't achieved enlightenment yet, because all we saw was opaque green-brown water. It looked pretty cold, too. Discouraged, we

backslid to our old Western ways by firing up the iPad. It wasn't to play stupid video games or peruse porno, but rather to learn more about Richmond.

When most people think about Richmond, a city of 100,000, one of the first things that pops to their mind is that it perennially ranks as one of the top ten most dangerous cities in the United States. While this is true, most of the crime takes place in the 'Iron Triangle', away from the boating interests. We've been going to various Richmond boating areas for 40 years and never had a problem.

Richmond turns out to be a more interesting city than one might imagine. Here are three things about Richmond that we didn't know: 1) Richmond has more waterfront than any other city on San Francisco Bay. 2) In 1919, Richmond was home to the largest winery in the world. And, 3) From the late 1800s to the mid-1900s, Pt. Richmond was Santa Fe Railroad's western terminus. Passengers hopped aboard a ferry to cover

Brickyard Cove, home to homes with docks in back, businesses, some of them with docks, and lots and lots of sailboats.



the last few miles to San Francisco. The remains of the historic ferry dock are still plainly visible at the northwest end of the Potrero Reach.

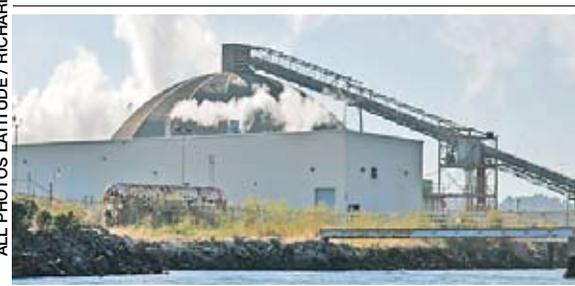
Just to the east of the old ferry dock is a dilapidated warehouse that deserves a plaque on it describing the exploits of Floridian Bruce Perlowin. The only person we've ever interviewed at the top floor jail of the San Francisco Police Headquarters, Perlowin smuggled close to a half a billion — yes, with a 'b' — dollars' worth of pot into California, most of it into this warehouse. He would spend nine years in prison, including time in two of the last coed prisons in California. For Bruce, the hardest part of doing time seemed to be having an inmate girlfriend who had an inmate girlfriend who got to see her more often.

As we pondered what Buddha would have said to a pot smuggler, a little breeze came up. A little breeze is all that a light boat like an Olson 30 needs to move along smartly, even when carrying plain sail. So after a bit of reaching and a jibe, we slipped between the two freestanding wave barriers that protect the harbor, and sailed into Brickyard Cove, home to the Richmond YC, just under 100 waterfront homes with docks, and a three-building waterfront business complex. When viewed from the air, Brickyard Cove, like Nature, has no straight lines. How Zen can you get?

Founded in '32, the Richmond YC has long featured a very active sailing program, and has always given the more affluent St. Francis and San Francisco YCs a run for the most pickle dishes. The Richmond YC is a fine base out of which to hone any number of sailing skills, as it offers the protected waters of the cove for small boat sailors, and after sailing only a short distance, those with larger boats can usually choose how much wind and chop they wish to play with. There's more action toward the Central Bay and less toward the North Bay. And, it's

almost always a mellow spinnaker run home from the West Bay. We're talking March to October, of course.

Richmond has had more of a roller coaster history than most cities. It was a nowhere-ville that got put on the map

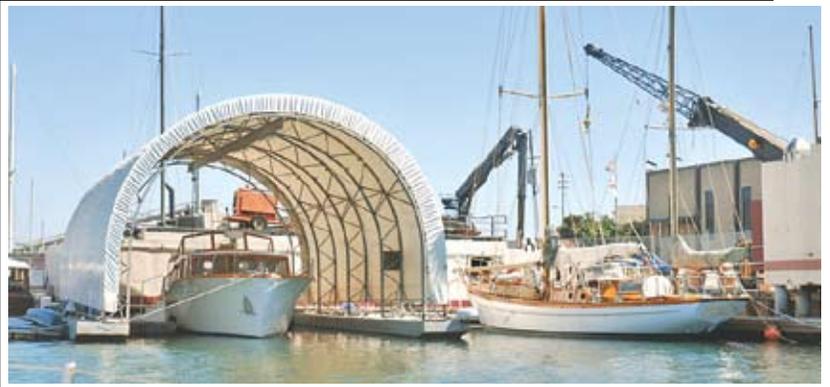
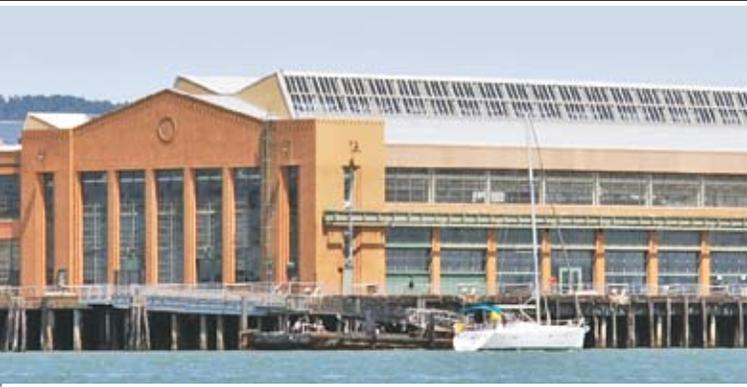


ALL PHOTOS LATITUDE / RICHARD

in the late 1800s by the transcontinental railroad. In the 1920s, the KKK was a popular social movement. In the '60s, Richmond was the first significant city in the United States to elect an African-American mayor. In between came World II, during which time lots of women and minorities from the South migrated to the East Bay to work in Richmond's Kaiser Shipyards. These people — including the semi-mythical 'Rosie the Riveter' — turned out 747 Victory and Liberty ships, and the Richmond shipyard was declared the most productive in the country. The Kaiser company also started a field hospital for the workers, which over time has evolved into Kaiser Permanente — a health plan to which all Latitude employees belong.

The remaining World War II dry docks are in ruins. The *Red Oak*, #587 of the Victory ships, is docked just before the Potrero Reach makes the turn into the Richmond Inner Harbor. Alas, she's not looking too spiffy these days. Neither is the 200-ft *Wapama*, the last of the 250 distinctive steam powered lumber

— RICHMOND CIRCUIT



Clockwise from upper left; Modern day 49ers from the Richmond YC; The beautiful old Ford plant; Tenants at the Sugar Dock; the rusty 'Red Oak'; A bulk carrier loads up at one of Richmond's 15 terminals. 'US 76', the BMW Oracle Racing America's Cup boat; Something steamy cooking in the Inner Harbor.

schooners that used to ply the 'Redwood Coast'. She, on land, is in such poor condition that not even a Kaiser Permanente of boats could save her. The *Wapama* is to be dismantled as soon as the Park Service locates the funds to do it. So don't hold your breath.

Fortunately, there's a more uplifting feel once you jibe onto port and make your way into the Inner Harbor, for not only are the narrow waters even flatter for dryer sailing, but it's a surprisingly active commercial port. Richmond Harbor is home to 10 private terminals and five city-owned terminals. Every time we sailed this Zen circuit, we saw all new ships. "Out of the mud grows the lotus," said Buddha. "Out of world trade grows global prosperity," said St. Bono.

Thanks to the hills of Pt. Richmond, and the various structures and ships, there are lots of fits and starts to the breeze in the Inner Harbor. Such fluctuations makes the sailing more active.

But it's near the end of the Inner Harbor that this part of Richmond becomes more interesting to even the unenlightened sailor. On the port side is the Sugar Dock, once a railroad off-loading wharf, now a deepwater dock capable of accommodating the largest private yachts — or a number of smaller ones. The dock was transformed by Bill and Grace Bodle, both of whom are in their 70s, and who, as previously noted in *Latitude*, do charters with their 100-ft wood schooner *Eros* in the Caribbean with the help of just one deckhand.

On the starboard side is Bay Marine Boatworks, which has a healthy combination of commercial and recreational boat clients, and is the sister facility of the big Bay Ship and Yacht operation in the Oakland Estu-

ary. Next to it are the remains of Richmond Yacht Harbor / Pacific Boatworks. While those businesses are no more, it's nonetheless the site of a magnificent — but hidden — yacht restoration that after many years is nearing completion. More on that in a few months.

Next on the starboard side is KKMI, which probably hauls more big boats than any other yard on the Bay, and often plays host to some of the world's

If you like flatwater sailing, you'll love the Potrero Reach. If you really like flatwater sailing, you'll love the Inner Harbor even more.



ZEN SAILING

great racing yachts. And at the turning basin end of the Inner Harbor is Point San Pablo YC, a working man's yacht club on the original site of Richmond YC.

In a Zen world, there would be mellow small boat races in these flat waters every Friday night, from the turning basin to Potrero Reach and back. What could be more Zenderful? Alas, there are very few small boats in this part of Richmond.

Two more marks remain on the Richmond Zen Circuit. The first is the 850-slip Marina Bay Yacht Harbor, which is just past the old Ford plant that produced 150,000 military vehicles, most of them Jeeps. The plant has been nicely restored, and is currently the Craneway event venue. But careful, for if you don't follow the buoys as you pass the old plant, you'll go hard aground. Haven't been able to find a liveaboard slip in the Bay Area? Marina Bay has them. If you have a 40-ft boat, it's \$360/month for a slip, plus \$200 for the liveaboard fee. Not a bad deal. *La Gabelle* used to live in this marina back when she was *Analogue*.



Great boats hanging together. '*La Gabelle*' chillin' with '*USA 76*' at KKMI.

The last mark on the Richmond Riviera Zen Circuit is 5-mile distant — from Marina Bay — Red Rock, which is unique for two reasons. First, it's the only island on the Bay that was once mined for manganese. Secondly, it's the only one of the Bay's 31 islands that is privately owned. The last we heard, David Glickman, formerly of San Francisco and now a gem dealer in Thailand, had the island for sale for \$22 million — which is \$21,950,000 more than he paid for it

in '70. In the '80s, he had a plan to remove the top half of the island and use it for roadbed construction, and what remained would be the site of a 10-story hotel and casino, and on the north side, a yacht harbor. Some developments are best left undone, and this was probably one of them. And some industries are best terminated also. Not too far ashore from Red Rock is Pt. Molate, which was home to the last whaling station in the United States, operational into the '70s.

The Richmond Zen circuit is a little more challenging than the Oakland Estuary one, in that the wind is more likely to be stronger and/or non-existent, and some channels are more narrow, and it's not as uniformly deep. But it's not a difficult place to sail, and it's certainly worth seeing and sailing.

Having done this Zen circuit several times, we were again reminded of one of the most famous Zen sayings: "If people concentrated on the really important things in life, there would be a shortage of sailboats." No kidding.

— **latitude**/richard

LOCH LOMOND MARINA

RARE OPPORTUNITY!
(1) 96-ft end-tie
Plus 26 to 46-ft
slips available

**Completely Rebuilt Marina • Gas & Diesel Fuel Dock • Free Pump Out Station
Modern Launch Ramp • Guest Slips Available • Marine Mechanical Boat Repair
Arena Marine Supply Store • Andy's Local Market • Bait Shop
Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club**

110 Loch Lomond Drive, San Rafael, CA 94901

Phone: (415) 454-7228 • Fax: (415) 454-6154

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com

**MOVE-IN
SPECIAL**

★★★★★★★★
**THIRD MONTH
FREE!**



SALT IS
NATURALLY
SWEET.

It started with your very first day. You remember the way the bay looked, the way water ruffled as that first breeze came across the bow. You were free. Someday everyone else will understand. Welcome to your new class of yacht harbor. Welcome to Clipper. Every element, every detail.
310 Harbor Drive Sausalito, CA 94965 415.332.3500 clipperyacht.com



IDIOT'S GUIDE

Despite several advances in off-shore voice communications such as satphones, marine single sideband (SSB) isn't going away anytime soon. That's because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets,

For cruisers in California and Mexico, you'll almost exclusively use just five of them: 4A, 4B, 4C, 8A and 8B.

such as the Baja, Sonrisa, Chubasco and Southbound. It means that when Don Anderson of *Summer Passage*, for example, transmits his latest weather forecast, anyone who wants to can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Don's response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn't require SSB radio," advises the Grand Poobah, "most boats do have them. They're good for safety — but fun, too. The folks with SSBs are able to actively participate in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, it offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the '08 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem and SailMail, they allow for the transmission and reception of brief emails while offshore.

Licensing

You don't need to pass a Ham radio operator's test to use a marine SSB. All that's required is a valid Ship Station license and a lifetime Restricted Radiotelephone Operator's permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If

you're good at dealing with online government forms, you can apply for a license at <http://wireless.fcc.gov>. If you're not so good at it, or don't want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you're new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School and some of the income comes from teaching students how to use Ham radio and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you're one of the very few cruisers who talks on the radio so much that SSB frequencies aren't adequate, then look into Ham radio. Or if you're going to the South Pacific, where there's lots more traffic on ship-to-ship channels, you might consider eventually moving up to Ham status. But generally speaking, it's really only for serious radio buffs.

By the way, there is nothing to prevent folks with SSB radios from listening on Ham frequencies, and indeed, there are some helpful Ham-only weather broadcasts. If you're worried that you might accidentally stumble onto a Ham-only frequency, start transmitting, and really piss off the 'radio police', fear not. SSB radios that are capable of working Ham frequencies come 'locked' from the factory. Some can only be unlocked using software, while others can be unlocked

marine radio spectrums called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bulls-eye. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your signal won't go far enough to reach.

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

2 MHz	.....	200-400 miles
4 MHz	.....	400-600 miles
6 MHz	.....	600-1,200 miles
8 MHz	.....	800-1,600 miles
12 MHz	.....	1,200-2,400 miles
16 MHz	.....	1,600-3,200 miles
22 MHz	.....	2,200-4,000 miles plus
26 MHz	.....	unpredictable during our solar cycle minimum

Pop Quiz #1: You are in San Francisco and you want to talk with your buddy who's on his boat 1,200 miles away in Cabo San Lucas. Which band on marine SSB might you choose?



In the realm of cruising, an SSB radio is a lifeline, an email gateway, and a hub of friendly conversation, like an old-fashioned party line.

by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used by people who don't have a license.

How Far On What Bands?

A marine SSB system operates on a

Answer: Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

The thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha's Grand Poobah —

is that SSB radio frequency/channels are so different from VHF, FM, television, and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this: while 4146 is always 4146 on SSB, it's also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it's often channel 35 or channel 77, and could also be some other channel. That's right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers 'channelized' the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom 'user channel' packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what's easier: dialing through 1,000+ frequencies or 700 channels?

Nonetheless, you could spin your SSB dial all day long and you'd probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237 and 2503. If you punch in 1607 on the

hour, you'll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

Because SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies.

Icom America, Furuno, and SEA are the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 "favorite channels" — channels 1 through 160 — into a memory circuit titled 'User Channels'.

If you have an Icom 802 and tune to channel 77, you'll find that you'll be

on frequency 4146 (aka 4A). And if you tune to channel 135 on an 802, you'll find yourself on frequency 3968, which is home to the Sonrisa Net at 7 a.m. Pacific Time in the winter. It will even show 'Sonrisa Net' on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for 'channel/frequency'. As you move it, the display will switch back and forth from, say frequency 4146 to channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

Most Icom marine SSBs may be tuned off of a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the user channels on your radio, and make a list of what frequencies/stations they

Latitude's Easy Guide to Mexico Nets Baja California & Mainland Mexico

Daylight Savings Time Schedule (Summer)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
0:55	17:55	18:55	19:55	105	8122	USB	Southbound Net
14:00	7:00	8:00	9:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
14:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
15:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	12:00	13:00	14:00	156	14340	USB	Mañana Net*
19:00	12:00	13:00	14:00	151	14300	USB	Pacific Seafarer Net
13:30	7:30	8:30	9:30	135	3968	LSB	Sonrisa Net

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Standard Time Schedule (Winter)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PST W. Coast US	MST Cabo, LAP	CST PVR, ACA				
*** Marine SSB Nets ***							
0:55	16:55	17:55	18:55	105	8122	USB	Southbound Net
14:00	6:00	7:00	8:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
15:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
16:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	11:00	12:00	13:00	156	14340	USB	Manana Net*
19:00	11:00	12:00	13:00	151	14300	USB	Pacific Seafarer Net
14:00	6:00	7:00	9:00	135	3968	LSB	Sonrisa Net

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Time adapted from Dockside Radio: www.docksiderradio.com

IDIOT'S GUIDE

refer to. As mentioned, if you have a newer Icom 802, it's very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I'd recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He'll just plug his computer into the front of your radio and

have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anyone will hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

Checking Your SSB Reception And Transmission
As a new user, even if you get some

when you do this. If the following things happen, it suggests that your transmission is good and powerful:

- 1) The LCD bar graph goes full scale.
- 2) Your cabin lights dim slightly.
- 3) The instrument indicator lamps glow.
- 4) The bilge alarm squeaks.
- 5) The house battery drops about half a volt.

It's perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud "FOOOUUUUUR."

A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. *Caution! Be sure they don't touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse.* Say the magic word ("FOOOUUUUUR") once again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excellent that you're putting out 100 watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run

your radio check. This will be a good test for a nice, clean signal.

If your test partner reports that your sound was garbled, and you've just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now

clear, these additional wires are the problem. Your local marine electronics specialist carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I'm happy to offer *Latitude*

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations.

download the new stuff. It shouldn't take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you'll see *Latitude 38's* favorite SSB channels that will help you better understand that each channel has a specific purpose. You'll notice there aren't 700 of them. That's because you can use only 33 primary channels. And for cruisers in California and Mexico, you'll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That's not many, but you'll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren't being used at the time, but if you're just starting out, you don't need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won't take long. If you find that your channels are out of sync with most other folks' SSBs, you might want to change yours to match theirs. Depending on how technical you are, you may or may not need assistance.

Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska, San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember, different bands

meaningful reception as you dial around the channels, you'll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you're still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you're not sure that you're transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the 'TUNE' button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word 'TUNE' should flash a couple times on the LCD screen, and then stay up on the screen when the radio cycles back to receive. Still see the word 'TUNE'? This is good. However, if the word 'THRU' comes up, or 'HI SWR', you've got problems. It's probably time to bring in a NMEA-qualified marine SSB specialist to find out what's wrong between your radio and your tuner.

Assuming you do get 'TUNE', it's time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying "FOOOUUUUUR." The mic should be touching your lips

Latitude 38's Favorite SSB Channels

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

Channel Designator	Latest ICOM Downloadable Channel	Frequency kHz
4A.....	77.....	4146 kHz USB
4B.....	78.....	4149 kHz USB
8A.....	97.....	8294 kHz USB
8B.....	98.....	8297 kHz USB

readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we'll go with 4 MHz, and if you're down in Cabo, we'll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we'll find a nice quiet channel for our radio check.

Another great way to test your marine SSB transmit-and-receive capability is with weather guru Don Anderson on his marine SSB Amigo Net. He begins at 1415 hours Zulu (UTC) on 8.122 MHz, upper sideband. If you have the latest frequency load from Icom America, it's already stored in memory as channel 105. If you don't find it in memory, you will need to break out the instruction book and learn how to program a new frequency into your user-programmable frequency 'bin'. It's not hard, but if you've never done it before, it can be a mystery. If you have problems while in San Diego you might want to call in a marine elec-

SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received *mayday* or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

2.182 MHz.....	0-400 miles
4.125 MHz.....	400-800 miles
6.215 MHz.....	600-1200 miles
8.291 MHz.....	800-1600 miles
12.290 MHz.....	1200-2400 miles
16.420 MHz.....	1600-3200 miles

tronics tech familiar with marine SSB equipment. Try Shea Weston of Offshore Outfitters at (619) 225-5690 or (619) 980-6217 (cell).

I've got two final tips.

First, if you sent your Icom 802 to the factory to get the 'clipping' problem fixed, you'll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB

antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive range are minimal. You'll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they're too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent 'user channel' update. It usually takes just 15 minutes.

— *gordon west*

Baja Ha-Ha SSB seminars with Gordon West & Shea Weston

- Oct 11, Using Marine SSB, Downwind Marine, 1 - 6 p.m. w/ Gordo. Call to reserve: (866) 289-0242.
- Oct 12, Using SSB for Email, all day with Shea Weston and team, San Diego. Call (866) 289-0242 for time and location.



LIEN SALE AUCTION
September 9
Noon

Discover
Brisbane Marina



GREAT LOCATION! Just minutes to Central Bay sailing.
GREAT RATES! Starting at \$5.90/foot!
MARINA GREEN with picnic/BBQ areas, Bay Trail Access and FREE Wi-Fi.
HOME OF THE SIERRA POINT YACHT CLUB





From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway
Brisbane, CA 94005

www.ci.brisbane.ca.us

(650) 583-6975

harbormaster@ci.brisbane.ca.us

BAJA HA-HA PROFILES, PT I

Just for fun, we always like to come up with a theme for our annual Baja Ha-Ha rallies. You know, like "The Millennium Ha-Ha" or "The Sweet Sixteen Ha-Ha." This year — the event's 18th running — the tag line that jumped out at us was "barely legal."

How does that relate to a 750-mile sailing rally that's completely legit and PG-rated from start to finish? Well, let's see. . . Ah! We've got it. How about this: "The Ha-Ha is so much fun it ought to be illegal!" Not bad, eh?

No matter what nickname you give it though, each year's rally has certain things in common: It gives adventure-hungry sailors easy entry into the much-coveted cruising lifestyle, creates a laidback forum where participants can't help making all sorts of new friends, and gets them away from distressing headlines, stultifying jobs and mind-numbing traffic jams, if only for a few weeks.

The sailors you'll meet in these pages (and in the two additional installments in October and November) are undoubtedly 'champin' at the bit to cut their docklines, hoist their sails and get south of the border to the sunny latitudes of Baja. Because they're able to break free from the mainstream, you might think they were all born lucky (or rich), but we know from years past that most of them have been preparing and saving for years in order to finally make their getaway. And for doing so, we offer our heartfelt congratulations.

Here then, are members of the Baja Ha-Ha 'Class of 2011' — listed in the order they signed up.

Orcinius — Lagoon 440

John LeDoux & Lisa Danger
Vancouver, WA

Occupations: John, retired CEO; Lisa, program manager

Quote: "After dreaming of sailing away for places beyond the horizon, this event will mean the dream will begin to come to fruition."

Cruise Plans: Circumnavigation.

MoonShyne — Catalina 42

Stephen & Bente Millard
Santa Barbara

Occupations: Stephen, yacht broker; Bente, attorney

Quote: "This sounds adventuresome and fun!"

Cruise Plans: All over Mexico.

Mykonos — Swan 44 MK II

Myron & Marina Eisenzimmer
San Francisco

Occupations: Myron, finance mgr;

Marina, exec. VP

Crew: Karen Shears & Chris Toogood

Quote: "We will get there eventually."

Cruise Plans: Bash back home.

Ustupu — Mary Lightfoot 31 **Dan Schroeder & Sylvie Ouellette** Vancouver, BC

Occupations: Dan, real estate; Sylvie, accountant

Quote: "We're slow as molasses but have as much fun as anyone."

Cruise Plans: Costa Rica, Hawaii, then home.

Papillon — Slocum 43

Dan & Kelly Freeman, Seattle, WA

Occupations: Dan, video engineer; Kelly, aircraft data analyst (retired)

Crew: Steve Orona

Quote: "This is an interesting book of life we are writing, and this chapter should be a really fun one."

Cruise Plans: "May bash home or may stay, who knows?"

Stella Maris — Hylas 46

Tom & Mary Madden, Newport Beach

Occupations: Tom, retired CFO; Mary, retired speech & hearing therapist

Quote: "One does not discover new continents without consenting to lose sight of the shore for a very long time."
— Andre Gide

Cruise Plans: "Explore Mexico extensively or do the Pacific Puddle Jump."

Tomorrow — Acapulco 40

Richard & Charlotte Maure
Los Angeles

Occupations: Richard, computer science; Charlotte, gov't consulting

Quote: "This will be the shakedown for a circumnavigation."

Cruise Plans: To La Paz or Mazatlan.

The 'Mykonos' crew have done five Ha-Has!



Moondance — Islander 36

Conor & Lanea Riley, Sausalito

Occupations: Conor, banker; Lanea, sales manager

Quote: "Looks fun, sounds fun. Let's do it!"

Cruise Plans: "Bash, baby!"

Abracadabra — Canadian Sailcraft 36

Molly Arnold & Bryce Andrews
San Francisco

Occupations: Molly, attorney; Bryce, IT purchasing

Crew: Rick Nelson

Quote: "Can't wait! Time and money have finally arrived at the same place at the same time! Amazing!"

Cruise Plans: Winter in Mexico.

Sisu — Hans Christian 43

Christopher & Barbara Warnock
San Francisco

Occupations: Christopher, CEO; Barbara, graphic designer

Crew: John-Alexander Warnock, Yoshi Warnock

Quote: "A journey of 10,000 miles begins with a single step."

Cruise Plans: Open-ended.

— SAILING TO SUNNIER LATITUDES



Shirts-off air temperatures, light chop and a mellow breeze off the stern quarter — the Ha-Ha often delivers sweet, sunny sailing.

LATITUDE / ANDY

Bella Brisa — Tayana 37

Rich & Cathy Warner, Alameda

Occupations: Rich, harbormaster; Cathy, nurse

Quote: "We have been dreaming of this for years. Time for a new adventure."

Cruise Plans: Boat will stay in Mexico.

Mimiya — Catalina Morgan 440

Mark & Mimi Koehler, Alameda

Occupations: Mark, software R&D; Mimi, engineering manager

Crew: Mike & Judy Stouffer

Quote: "Catching up with old friends and enjoying retirement!"

Cruise Plans: Cruise Mexico for two years, then?

Solstice — Pacific Seacraft 37

John Alden, Redondo Beach

Occupation: attorney

Crew: Merrill Newman, Ron Walecki, Marty Falk

Quote: "It will be fun to be in the sun in the Sea of Cortez."

Cruise Plans: Baja bash in 2012.

Wind Spirit — Hunter 466

Priscilla & Paul Zaro, Pt. Richmond

Occupations: Priscilla, accountant;

Paul, TV cameraman

Quote: "After many years of talk, we can finally walk the walk!"

Cruise Plans: At least a few months in Mexico.



Priscilla and Paul of 'Wind Spirit' are ready.

Huck — Shannon 43

**Joe Rademacher & Heidi Camp
New Orleans, LA**

Occupations: Joe, tech; Heidi, tech

Quote: "We're headin' south, because the north is just too damn cold!"

Cruise Plans: Commuter cruise.

Ventured — Tartan 37

Erlin Loving, Bainbridge Island, WA

Occupation: "Computer geek."

Crew: Jenn Ballinger

Quote: "The previous owner was a physicist of enough note to warrant his own Wikipedia page. Figuring out his modifications has been, shall we say, interesting."

Cruise Plans: Hang in Mexico, then east or west.



Meet Erlin and Jenn of 'Ventured'.

Red Witch II — Bounty 41

**Stephi Mortensen & Rob Kirkcaldie
Santa Barbara**

Occupations: Stephi, dental hygienist; Rob, sheep farmer (ret.)

BAJA HA-HA PROFILES, PT I

Quote: "Future adventure prospects give great momentum to our excitement, fun and laughter across the world."

Cruise Plans: Head farther south.

Destiny — 85-ft custom schooner
Mike & Dawn Hilliard
Friday Harbor, WA

Occupations: Mike, diver; Dawn, scuba instructor

Crew: Katie Dunivin

Quote: "Heading south until the butter melts."

Cruise Plans: South, then Puddle Jump and circumnavigation.

Wings — Passport 40
Conni Livsey & Bill Ennis
Anchorage, AK

Occupations: Conni, attorney; Bill, physics teacher

Crew: Jerry & Nancy Wertzbaugher

Quote: "After 21 years of sailing in Alaska, I just want to be someplace where I don't need a boat heater!"

Cruise Plans: French Polynesia and beyond.

Aldebaran — Olympic Adventure 47
Rob & Lynne Britton, San Diego

Occupations: Rob, electronics; Lynne, insurance

Crew: David Bull, Frank & Barbara Coates

Quote: "Clean mind, clean body — take your pick."

Cruise Plans: La Paz for the season.

Kyalami — Swan 44
Norman & Candace Thersby
Pt. Richmond

Occupations: Norman, engineer; Candace, admin assistant

Crew: Raymond Handyside

Quote: "If it's not fun, it's not worth doing! Mexico, here we come!"

Cruise Plans: Continue cruising.

Marsha Dee — Coronado 32
Fred & Jeanette Coleman
Oceanside

Occupations: Fred, sales manager; Jeanette, business owner

Crew: Don Coleman

Quote: "Doing the Ha-Ha is on my

bucket list!"

Cruise Plans: Banderas Bay and Sea of Cortez

Entre Nous — Tayana 42
Joel Tuttle, Alameda

Occupation: Teacher (ret)

Crew: Margaret Zabel

Quote: "Heading to the land of warm sunshine and cold beer."

Cruise Plans: Mexico.

Robin Ann — Tayana 52
Steve Hogan & Robin Barrow
Redondo Beach

Occupations: Steve, engineer; Robin, administrative assistant

Crew: Bob & Val Cole, Marty Burke

Quote: "Time to go south."

Cruise Plans: Bash back home.

Harmony — Tayana Vancouver 42
Terry & Diane Emigh, Anacortes, WA

Occupations: Terry, marine technician; Diane, purchasing agent

Crew: Joe & Cindy Barnes

Quote: "We're has-been bikers and

The Real Cordless Winch Handle
Designed For A Sailboat
Lightweight: 6.4 lbs & Weather, Resistant!



Winner of 2010 NMMA Innovation Award

WinchRite®

Visit us at: www.sailology.com
info@sailology.com

See us in Annapolis Oct. 6-10 H13

WinchRite® is a registered trademark of Sailology, LLC

Welcome to La Paz!

MARINA DE LA PAZ
FULL SERVICE MARINA

IN DOWNTOWN LA PAZ

Official Sponsor
2011
BAJA
HA-HA

Join us for the
BAJA HA-HA BEACH PARTY
Thursday, November 17, 4-7 pm
at Papas & Beer Beach Club

All new hardwood docks
Dinghy landing with potable water
New protective piling & sheetpile breakwaters
Wireless Internet · and more!

Friendly, helpful, fully bilingual staff

TEL: 011 52 612 122 1646
email: marinalapaz@prodigy.net.mx
www.marinadelapaz.com
Apdo. Postal 290, La Paz, 23000, Baja California Sur, Mexico

— SAILING TO SUNNIER LATITUDES

wannabe sailors."
Cruise Plans: Mexico

Seychelles — Hylas 49
John Stone & Nicki Germain
Douglas, AK

Occupations: John, port director (ret); Nicki, accountant (ret)
Crew: Jimmy Mahan
Quote: "Looking forward to staying out of the rain for a while."
Cruise Plans: Who knows!

Three Sheets — LaFitte 44
Reg & Phoebe Wilson, Sarnia, ON
Occupations: Reg, manager (ret); Phoebe, consultant (ret)
Quote: "The boat is more experienced and qualified than we are right now."
Cruise Plans: South to Panama, then Ecuador or the East Coast.

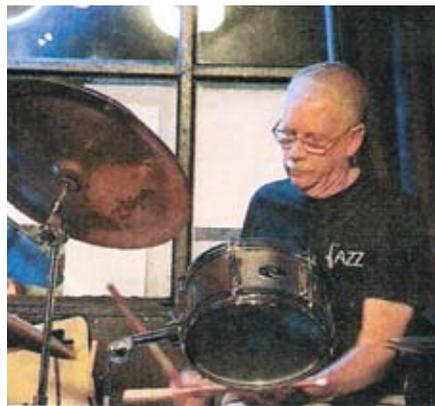
Charisma — Tayana 37
Bob Johnson & Ann Adams, Berkeley
Occupations: Bob, consultant; Ann, financial manager
Quote: "We want to do it again!"

Cruise Plans: South Pacific.

Wings of the Dawn —
Hans Christian 52
Rob & Sherry Bennatts
Friday Harbor, WA

Occupations: Firefighter (ret); Sherry, RN
Quote: "We're ready to set sail on our South Pacific adventure."

Ed of 'Rancho' will pound out the cadence.



Cruise Plans: Mexico and then the rest of the Pacific.

Camanoe — C&C Landfall 39
Dave Satterwhite & Stephanie
Esposito, San Francisco

Occupation: Dave, marine engineer
Quote: "Let's go already!"
Cruise Plans: Who knows!

Koh-Ring — Tayana 48 DS
Wolfgang Hausen, Sausalito
Occupation: CEO (ret)
Crew: Doug Workmaster
Quote: "Excited to finally do it!"
Cruise Plans: Panama & Caribbean.

Rancho Relaxo — Islander 30 MkII
Pablo Ingram, Chula Vista
Occupation: Jazz band leader
Crew: Ed & Gwen DeMascio
Quote: "Time for some drummin' & strummin' south of the border."
Cruise Plans: Sea of Cortez.

Endeavor — Taswell 49
Rick & Gina Phillips, Vancouver, WA
Occupations: Rick, contractor (ret);

Welcome to La Paz
BAJA HA-HA
Beach Party at Papas & Beer
Beach Club
THURSDAY, NOVEMBER 17TH

mexican folk dancing
live music by jurassic rock
food & drinks from 4-7 pm
door prizes and much more
free for first fifty
2011 baja ha-ha participants
everyone welcome

MARINA de LA PAZ
VISTA CORAL
CLUB Antimar
COSTABAJA
CLUB DE YATES PALMIRA
La Paz Baja Sur
www.vivalapaz.net

BAJA HA-HA PROFILES, PT I

Gina, mom

Crew: James, 12, & Sydney, 12

Quote: "This is a legendary way to being our cruising adventures."

Cruise Plans: Who knows!

**Snug Harbor — Catalina 470
Charley Eddy, Alameda**

Occupation: CFO (ret)

Crew: Joe McCann, Mike Pernitzke & Justyn White

Quote: "What's not to like about the Ha-Ha?"

Cruise Plans: PV for the winter, then Bash home in the spring.

**Tension Reliever — Acapulco 40
Rick & Rosanna Eitnrear
Chula Vista**

Occupations: Rick, manager; Rosanna, executive assistant

Quote: "We're headed for the East Coast where our kids live."

Cruise Plans: Central America, Panama Canal and the East Coast.

**Delicate Balance — Andrews 56
Alberto Storkovich, Monterey**
Occupation: Marketing (ret)

Crew: Sydney Reed

Quote: "It's a delicate balance!"

Cruise Plans: Home via Dockwise.

"We've been planning this dream for 29 years."

**Sail Time — Catalina 34 Mk II
Ken & Twila Sanford, Oceanside**

Occupations: Ken, engineer (ret); customer service (ret)

Crew: Marlowe Skar

Quote: "We're looking forward to a great adventure."

Cruise Plans: Mexico and then home.

**Hilbre — Catalina 36 MkII
John & Anita Meyer, Henderson, NV**
Occupations: John, IT; Anita, administration
Quote: "It's time to do it."

Cruise Plans: Bash back in the spring.

**L' Obsessive — Lagoon 450
Ed King & Aric Ludwig
Oakland**

Occupations: Ed, construction inspector; Aric, ER doctor

Crew: Don Margraf, Bill Avery & Terry Glen

Quote: "Good time to be had by all!"

Cruise Plans: La Paz or PV till spring, then home.

**Oceanaire — Tayana 47
Garrett & Lissa Caldwell, Alameda**
Occupations: Garrett, dental educator; Lissa, executive administration
Quote: "We've been planning this dream for 29 years."
Cruise Plans: Mexico and then who knows.

**R & B III — Catalina 36
Brad & Lion Older
Santa Cruz**
Occupations: Brad, engineer; Lion, security

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



**Multihull
Side Ties Available
up to 40 ft.**



BERTHING

- Slips to 40' available
- Inside ties from \$100 per mo.
- Multihull side ties available
- Check out our rates!



FUEL DOCK & PUMP OUT

- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

— SAILING TO SUNNIER LATITUDES

Crew: JT Lachappelle

Quote: "It's almost impossible to remember how tragic a place the world is when you're sailing."

Cruise Plans: Bash back home.

**Sans Frontieres — Tartan 3700
Nico Jonville, San Diego**

Occupation: Nico, realtor

Crew: Fredo Hayem & Roger Mullins

Quote: "The Frenchies are going on the Baja Ha-Ha!"

Cruise Plans: La Paz and return home in '12.

Time Piece — Coast 34

John Spicher, Anacortes, WA

Occupation: Maritime transportation

Crew: Mary Murphy

Quote: "It's finally my turn and I'm going to take it!"

Cruise Plans: Mexico and the South Pacific.

**Cracklin Rose — Island Packet 380
Bill & Rosie Everingham, Alameda**

Occupations: Bill, computer engineer (ret); Rosie, travel industry (ret)

Crew: Bill Eddy, and Bill & Maureen Odgers

Quote: "We're excited and raring to go sailing."

Cruise Plans: Puerto Vallarta.

**Seascope — Passport 37
Roger Smith, Vallejo**

Occupation: Law enforcement (ret)

Crew: Gordon Smith

Quote: "It's time to start the lifelong dream thing."

*"Woo hoo!
Let's get this
rally started!"*

Cruise Plans: Back home via the Bash or by trucking it.

**Tranquility — Irwin Citation 34
Richard Hirsch & Cynthia Cameron
San Diego**

Occupations: Richard, deputy sheriff

(ret); Cynthia, nurse

Quote: "The boat needs to go somewhere interesting."

Cruise Plans: The Sea then the Bash home.

**Holo Nui — C&C 37R
Ron Wood & Mindy King Heard
Huntington Beach**

Occupations: Ron, mechanic (ret); Mindy, police sergeant (ret)

Quote: "Woo hoo! Let's get this rally started!"

Cruise Plans: South and then on around the world

**Rumba — Hunter 40.5
Ray Firchau & Gary Chamberlain
Ventura**

Occupations: Ray, window & door sales (ret); Gary, manager

Quote: "It's time for my friend and me to go on an adventure."

Cruise Plans: Who knows!

**Companera — Tartan 3800 OC
Joel Sorum, Vallejo**

Occupation: Mental health director (ret)

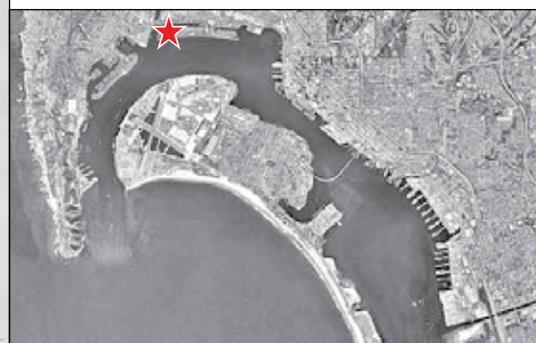
*Welcome
to San Diego
Baja Cruisers!*

**HARBOR ISLAND
WEST MARINA**

619.291.6440

www.harborislandwest.com

marinaoffice@harborislandwest.com



**Call Us For
Our Special
Cruiser Rates**



BAJA HA-HA PROFILES, PT I

Crew: Bob & Jeremy Sorum
Quote: "Ya just gotta do the Ha-Ha!"
Cruise Plans: Somewhere south.

Whistle Wing V — Peterson 50
Mike Chase, Honolulu, HI
Occupation: professor
Crew: Jose Mobley & Danny Zech
Quote: "Maintain a low profile."
Cruise Plans: Circumnavigation.

Taj — Grainger 480
Peter Brown & Janet McKinnon
Pt. Townsend, WA
Occupations: both are attorneys
Quote: "We're not here for a long time. We're here for a good time."
Cruise Plans: No plans.

Leonidas — Dreadnought 32
Tom and Ann Carr, Santa Cruz
Occupations: metal fabrication
Crew: Gary Formo



In years past, there have always been lots of kids in the Ha-Ha. This year should be no different.

Quote: "Party down!"
Cruise Plans: Unsure.

DreamKetcher — Gulfstar 43
Rik Johnson & Bob Shea
Channel Islands
Occupations: both are pilots
Crew: John Shea

Quote: "This sounds like a friggin' blast!"
Cruise Plans: Baja bash.

Convivia — Cal 43
Tucker & Vick Bradford
San Francisco
Occupations: Tucker, IT
Crew: daughter Ruby, 7, son Miles, 3
Quote: "We have been looking forward to doing a HaHa for a decade now. That it will be our family's launch into a new life of cruising seems appropriate."
Cruise Plans: Heading west.

We'll give it a rest here, but be sure to tune in again next month for installment number two.
 And if you'd love to do the rally, but don't have a boat that's ready to cruise, we'd strongly urge you to show up with copies of your sailing resume and an upbeat attitude at our Mexico-only Crew List Party September 7 (See *Sightings*).
 — **latitude**



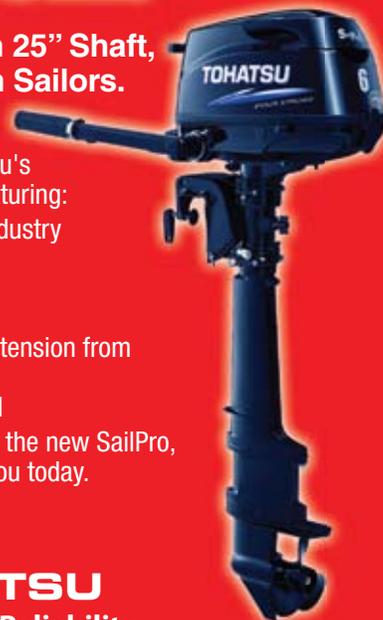
No problem.

The 4-Stroke SailPro with 25" Shaft, Designed to co-exist with Sailors.

Sailing just got better with Tohatsu's newly redesigned 6hp SailPro featuring:

- Front mounted shift lever, an industry first in its class
- High thrust sail propeller
- 5 amp/12 volt charging system
- Longer tiller handle (110mm extension from previous model)
- EPA & CARB emission approved

For more information and to see the new SailPro, visit the Tohatsu dealer nearest you today.



TOHATSU
 Delivering Reliability.

www.tohatsu.com 214-420-6440
 ©2011 by Tohatsu America Corp.

BAJA HA-HA XVIII

BROUGHT TO YOU BY
THESE OFFICIAL SPONSORS



WWW.BAJA-HAHA.COM

The Rally Committee encourages you to patronize the advertisers who make this event possible – and take advantage of their Baja Ha-Ha Specials!
(Turn the page for more.)

Summer
is safe at
Paradise



Enjoy
your stay
with us!

011-52 (322) 226-6728 • www.paradisevillage.com
marina@paradisevillagegroup.com

Your
Yacht Club
South of the
Border



Home
of the
Banderas Bay
Regatta

Vallarta Yacht Club

<http://vallartayachtclub.org>
<http://banderasbayregatta.com>

Everything you need from a full service yacht club.

ARE YOU READY TO HA-HA?

With more than 120 boats signed up now, this year's Baja Ha-Ha fleet is shaping up to be as diverse as ever. As always, the backgrounds of their owners are as diverse as the boats they sail on.

The smallest so far is John Neely and Shannon Walker's Berkeley-based Caliber 28, and the largest is Mike and Dawn Hilliard's 85-ft schooner *Destiny*, from Friday Harbor, WA. (You'll find the complete, up-to-date list at www.baja-haha.com. The entry deadline is September 10.)

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com. And look for a complete recap of the event in the December issue.

SELF-STEERING AND EMERGENCY RUDDERS



SCANMAR
INTERNATIONAL

Factory
Direct

432 South 1st Street • Pt. Richmond, CA 94804
Toll Free: (888) 946-3826 • Tel: (510) 215-2010
email: scanmar@selfsteer.com • www.selfsteer.com

Nautical Books, Software, Charts and more!



WAYPOINT

621 - 4th St., Oakland, CA

www.waypoints.com • (510) 769-1547

RIGGING ONLY

Standing and running rigging, lifelines, furlers, winches, headsail poles, main slider systems, windlasses, travelers, wire terminals, blocks and more...
Expert advice for selection and installation.

Since
1984

www.riggingonly.com

(508) 992-0434 • sail@riggingonly.com

ICOM

Award-winning Marine Communications Equipment

Handhelds • Mounted VHF • SSB • AIS

Visit one of our many West Coast dealers

www.icomamerica.com/marine

MARINA DE LA PAZ FULL SERVICE MARINA



Conveniently located downtown

Tel: 011-52 (612) 122-1646

Fax: 011-52 (612) 125-5900

email: marinalapaz@prodigy.net.mx

www.marinalapaz.com

West Marine

Call

1-800-BOATING

(1-800-262-8464)

for a catalog or the store nearest you.



Est. 1973

Almar Marinas

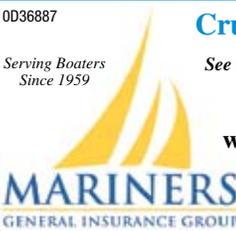
Everywhere you'd like to be
almar.com

BAJA HA-HA XVIII



Yachtfinders/Windseakers
in the heart of
San Diego's boating community
Specialists in cruising sailboat brokerage for 29 years
info@yachtfinders.biz • www.yachtfinders.biz
(619) 224-2349 • (866) 341-6189 toll-free
Fax (619) 224-4692


Let Marina El Cid
Welcome You to Mexico
A Cruiser's Paradise!
www.elcid.com
marinaelcidmzatlan@elcid.com.mx
011-52 (669) 916-3468

0036887
Serving Boaters Since 1959

CRUISE WITH CONFIDENCE
See Our Half-Page Ad In This Issue
(800) 992-4443
www.marinersins.com
Newport Beach, CA • San Diego, CA
Burlingame, CA • Seattle, WA
Bradenton, FL • Puerto Vallarta, MX

Best Marina in Banderas Bay

MARINA RIVIERA NAYARIT
BY LA CRUISE
www.marinarivieranayarit.com
011-52 (322) 135-0798


PANTAENIUS
American Yacht Insurance
500 Mamaroneck Avenue Suite 318, Harrison, NY 10528
(914) 381-2066
Newport Shipyard: One Washington Street, Newport, RI 02840
(401) 619-1499
www.pantaenius.com
Germany • Great Britain
Monaco • Denmark
Austria • Spain • Croatia
Sweden • USA

MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List Party & Baja Ha-Ha Reunion on September 7. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watchstanders. To get a head start on the process, see our constantly updated free online Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more online at www.pacificpuddlejumps.com.

VENTURA HARBOR BOATYARD

Full & Self Service Facility
(805) 654-1433
Two Travelifts • Haul Outs to 160 tons
www.vhby.com
Shoreside Work Slips • Emergency Repairs


Not just a marina – a cruiser's community
Your best destination across the Sea...
www.marina-mazatlan.com
011-52 (669) 669-2936 & 2937
elizarraga@marinamazatlan.com



Survive Your Dream
ECHO Tec Watermakers
604-925-2660 **www.hydrovane.com**



www.downwindmarine.com
2804 Cañon St., San Diego
(619) 224-2733 • (800) 269-0241



www.sandiegomarine.com
2636 Shelter Island Dr., San Diego
(619) 223-7159 • (800) 336-7369
Mexico 001-500-336-7369



www.sailingsupply.com
2822 Cañon Street, San Diego
(619) 225-9411 • (800) 532-3831

INTERNATIONAL HEALTH AND EVACUATION INSURANCE


HTH Worldwide
Best in cruisers medical insurance
for the Baja Ha-Ha and beyond
WWW.HEALTHISINTERNATIONAL.COM

BROUGHT TO YOU BY THESE OFFICIAL SPONSORS



- Ultra Anchors • Ultra Swivels
- Quickline Flat Rope & Reel • Ultra Trip Hooks
- Ultra Chain Grabs, Ultra Snubbers & Ultra Bridles



www.Quickline.us
www.UltraAnchors.us
sales@Quickline.us
714-843-6964

The World's Highest Quality Marine Products



La Paz Hotel Association
November 17: La Paz Baja Ha-Ha Beach Fiesta on the Malecón at the Papas and Beer restaurant.
011-52 (612) 122-4624
or (612) 125-6844
www.visitlapaz.org



OPEQUIMAR
MARINE CENTER • CENTRO MARINO
A Full Service Boat Yard in Puerto Vallarta
88 ton Travelift • Parts • Service • Repairs
011-52 (322) 221-1800 www.opequimar.com
info@opequimar.com



Weather, Email and Voice Solutions.
Satellite Phone Sales and Rentals.
www.ocens.com
sales@ocens.com • (800) 746-1462



BLUE LATITUDE PRESS
The best cruising guides for Pacific Mexico and the Sea of Cortez
WWW.BLUELATITUDEPRESS.COM

IMPORTANT DATES

Sept. 7 — Mexico-Only Crew List Party & Baja Ha-Ha Reunion, Encinal YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all entries.

Oct. 15 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 22 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 23, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 23, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 23, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 24, 11 am — S.D. Harbor Parade & Start of Leg 1

Oct. 29, 8 am — Start of Leg 2

Nov. 2, 7 am — Start of Leg 3

Nov. 4 — Cabo Beach Party

Nov. 5 — Awards presentations hosted by the Cabo Marina.

Baja Ha-Ha, LLC
c/o 15 Locust Ave., Mill Valley, CA 94941
WWW.BAJA-HAHA.COM

PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



Located at Grand Marina

A Sailor's Consignment Chandlery

Dealer for Lavac Marine Toilets

www.bluepelicanmarine.com
(510) 769-4858



Maritime Institute
FREE Mini-Seminars for Baja-HaHa Sailors

- Celestial Navigation • GPS • SARTS
- AIS • Encountering Major Ships at Sea

www.MaritimeInstitute.com

THE BOAT YARD AT GRAND MARINA
"Where Service Has Meaning"
Located in Alameda
(510) 521-6100
www.boatyardgm.com



MARINE GROUP
BOAT WORKS DE LOS CABOS

HAUL-OUTS | BOAT REPAIR & PAINT | DRY STORAGE | MARINE STORE | PROP SHOP

SAN DIEGO BAY
1 (619) 427-6767
todd@marinegroupbw.com
www.marinegroupbw.com

SAN JOSE DEL CABO
01 52 1 (624) 105-6500
michelle@marinegroupcabo.com
www.marinegroupcabo.com



CHARLIE'S CHARTS
Telling Cruisers Where to Go Since 1982!
Alaska / Canada • U.S. Pacific Coast
Mexico including Baja • Costa Rica • Polynesia • Hawaii
Helping cruisers get into the best coves and marinas, and directing them to shoreside facilities and local color found off the beaten path for nearly 30 years. Take us along on *your* adventure.
www.charliescharts.com • info@charliescharts.com

MAX EBB

I don't really need to take an introductory safe boating class, but the word on the dock was that the instructor teaching the class at the yacht club this time around was full of wonderful old sea stories — some of them even true! So, a couple weeks ago, after I'd finished some maintenance work and locked up the boat, I thought I'd drop in discreetly and sit in the back of the room to see what nautical yarns were being spun.

I entered the yacht club dining room and set course for an empty chair at a half-full table. But I was brought up all standing when I noticed who was in the room — it was not the Safe Boating Class at all. The tables had been re-arranged into a configuration that looked more like the Paris Peace Talks, and the instructor was nowhere to be seen.

To my horror, I had stumbled into a yacht club board of directors meeting. Worse yet, my having walked that far into the room, it would have been terribly bad manners to put the helm down, back the jib, tack around and bear off for the door.

Unfortunately, our commodore, and most of the other flag officers, saw that I had fetched up as if my keel had hit Three Bird Rock in a flood tide.

"Please join us, Max," the commodore invited me. "It's an open meeting."

"Yes, of course," I lied unconvincingly as I proceeded to the half-empty table, "that's why I'm here."

As I sat down, I looked around to see which other club members had chosen to endure a yacht club board meeting, voluntarily or by mistake. I was astonished to see Lee Helm among the small audience. She's a great sailor, and a naval architecture grad student at the university, but not a yacht club member and not likely to be one until long after she finishes her degree.

"I would like to discuss replacement options for the carpet in the lounge area," said one of the members. She was not on the board, but chaired the house maintenance and decor committee. "It's really getting to be in pretty bad shape."

The commodore agreed. Apparently they were still setting the agenda for the meeting.

"Any more agenda items?" he asked.

"We need to take another look at the dues structure," said the membership committee chair. "We're having trouble signing up new members and we're well below our targets for this year. I think our dues are just too high for young sailors while our long-time members with big boats could easily pay much more."

"Are you suggesting we charge according to boat size?" asked the club treasurer, who happened to own a very large yacht. "That would be extremely unfair, like paying another boat tax."

"Please hold off on the debate until we get to the agenda item," scolded the commodore. "We'll take up the carpet before we take up the tax."

"I think we should take up the tax first," demanded the membership chair.

"He's right," added the rear commodore. "You've got to take up the tax before you can take up the carpet."

While the board was distracted with these procedural details, I moved to Lee's table to see what had ever possessed her to take a berth at this meeting.

myself," I whispered.

"But Max! Your vice commodore is a certified foodie, and she's in charge of the cooking."

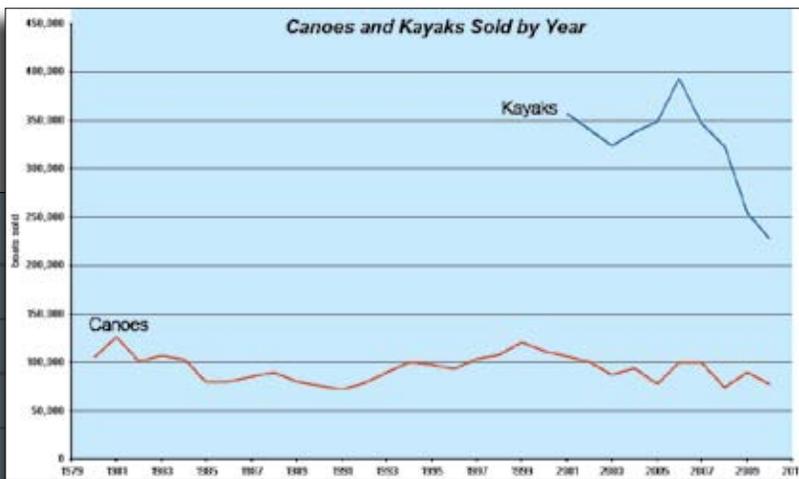
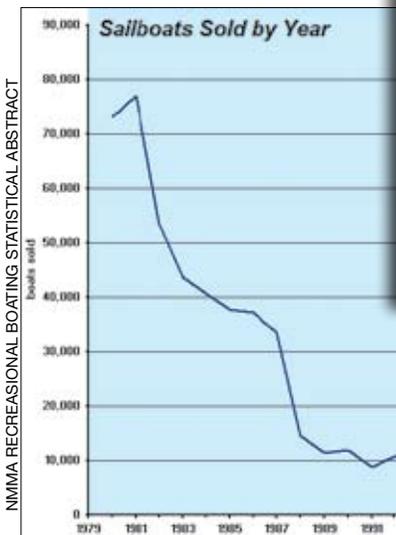
"Good point. Aside from the free-loading, what on earth are you doing here?"

"They want me to talk about windsurfers and kiteboards," she said. "As if they can get them all to join the yacht club if they rearrange the deck chairs a little. I mean, like, I give them some credit for the outreach attempt, but I think they're reaching in the wrong direction."

People were starting to flash unfriendly glances in our direction, unmistakable requests to be quiet. So I walked over to the serving table to fill up a plate with world-class moussaka and Greek salad.

"First on our agenda," announced the commodore, "before we get to reports, we have a guest from the local windsurfing community. Lee Helm, you have the floor."

Lee gulped down one last bite of dinner and then took her position at the



While new sailboat sales are down 76.9% since '01, kayak sales are down by only 36.2% and canoes are holding steady.

"Get a plate, Max!" she whispered loudly through a mouthful of lamb kabobs. "And why didn't you ever tell me that they, like, serve free food at these board meetings?"

"Probably because I never got to them

lectern on one side of the directors' table. To my surprise, she was showing them a big paper flip chart rather than a PowerPoint presentation.

"This," she explained, "is a graph of sailboat sales in the U.S. from 1980 through 2010."

It was not a very optimistic chart. It peaked at 77,100 sailboats sold in 1981, and dropped all the way down to 4,300 boats sold in 2010.

"See the problem here? No new boats, no new members."

She flipped to the next chart. This one plotted canoe and kayak sales over the





Kayak and small boat cruisers crashed out on a yacht club guest dock. The Water Trail will make it easier to do this without getting arrested.

MAX EBB

same interval. This chart also showed a dramatic decline in recent years, but even for 2010 the volume was still well above 300,000.

"Point is, there's only, like, one healthy segment of the boating market: human-powered boats. Kayaks, surf skis, outriggers, dragon boats, and the new craze, stand-up-paddle boards, that don't even show on the chart. The required skill level is pretty low for all of these, totally making them the perfect entry-level activity for future sailors."

"But it's not sailing," complained the rear commodore.

"Our club charter doesn't say we're a sailing club," noted the secretary. "Remember, this club was founded by stink po . . . uh, powerboaters."

"Here's what you need to do to get paddlers interested in the yacht club," Lee said with a sigh of frustration, as if it should be obvious to everyone. "First, recognize that joining any yacht club is an irrational and expensive decision. So you need a loss leader just to get to a critical social mass. Get them to hang out here, and eventually they'll join. People usually join a yacht club because, like, their friends are members, and not for any tangible benefits."

"Can you elaborate?" asked the commodore.

"Sure. First thing we need is on-site storage. Down on the dock, not up in the parking lot, so we can keep our boats on a storage rack just a few feet from the water. Huge advantage over schlepping the thing from the garage every time we want to use it. But if you charge market rate for this kind of storage, people add

it to the club dues and the price comes out too high. To jump start this you need to make kayak storage a free benefit of yacht club membership."

"That's pretty radical, giving only the kayakers free berthing."

"Kayak racks are cheap; you'll come out way ahead. Second, you have to make the bathrooms and showers and changing rooms accessible from outside or from the docks when the club is closed. Third, throw in a few club-owned kayaks or stand-up paddle boards for the members who want to experiment. And fourth, invite a dragon boat or outrigger team to keep one or two of their really big human-powered boats in a wet berth — I'm sure you can find space in some otherwise-unmarketable inside tie. All this is loss-leader stuff, and it will cost, but you gotta do it."

"I don't know," reflected the treasurer. "It seems like a big change in our recruitment efforts,

and our budget is very tight this year." "We're a sailing yacht club," insisted the rear commodore. "This would be a change in direction from our main mission."

"On the other hand, lots of us had our first boating experience in a rowboat or canoe or kayak," said the fleet captain. "Whether it eventually leads to sailing or powerboating probably just depends on the crowd you fall in with."

"I agree," added the commodore. "My first boating experience was in a kayak. In fact, many years ago, in Puget Sound, I took a picture of an orca in my

kayak. How it got in my kayak, I'll never know."

"Don't forget the stats," Lee reminded the group. "77,100 new sailboats sold in 1981. 4,300 sold in 2010. That's, like, a 94.4% loss, and the high-profile, sponsored events and pro circuit have done zip to turn that around. The sponsors want us watching it on TV, not out sailing or racing on our own boats."

"The America's Cup might change all that," suggested the treasurer.

"A temporary blip," she responded. "For the long term, sailing as a popular recreational activity will be, like, dead-dead-dead if we don't start to build it again from the bottom up."

"Thank you very much, Lee," concluded the commodore. "We'll forward your suggestions to the membership committee."

"One more tactic that might be a little easier to do in the short term," Lee added. "Get this harbor designated as a stop on the Water Trail."

"The Water Trail?"

"It's the Bay Trail, but for kayaks and small sailboats and all other hand-launched non-motorized boats. The emphasis is on new water access points, and also on overnight stops that make multi-day, small-boat trips around the Bay possible again. The Coastal Conservancy has allocated a million *diner*s for first-phase implementation."

"Hmm. Will they give some of that to us if we let kayakers camp on our guest dock?" asked the treasurer.

"You never know," answered Lee. "But any harbor that has a hotel within a short walk of a marina should be on the Water Trail map — it's a mix of urban camping and wilderness. And any one

of the local historic ships that you can climb aboard from the water is also a good prospect for an overnight stop, plus any shoreline park that allows

"Get designated as a stop on the Water Trail."

camping or might allow camping in the future. But so far the Water Trail plan has totally been disproportionately obsessed with undeveloped natural sites with habitat value, which just gets the Audubon Society on their case. Those folks don't seem to realize that any new kayaker is also a new birder. But I digress. The first Water Trail implementation meeting is on September 15 at the Coastal Conservancy office in Oakland. 1330 Broadway, 11th floor, 9 a.m. Open to the public. Get this club on the Water Trail map."

MAX EBB

"Interesting idea," said the treasurer, "getting our yacht club declared a trailhead and lined up for some public funding for improvements. It would be quite the achievement."

With that, Lee left the lectern, but detoured by the food table to fill up another plate with exotic gourmet delicacies. I did the same, then gestured her to relocate to the bar so that we could talk without disrupting the rest of the meeting.

The bar was empty except for one table, which was occupied by an older gentleman in a Coast Guard uniform and a couple of people taking notes. This was all that was left of the Safe Boating



PENNY WELLS

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

Class, but they seemed to be having a good time.

"Well, Lee, are you thinking about joining the yacht club?" I asked as soon as we were clear of both the board meeting and the boating class. "We give college students a very deep discount on the initiation fee and membership dues."

"They'll just want me to set up the whole kayak program for them, Max, and I don't think they want to spend the money to do it right. Not that it's even all that much, in the scheme of things. But they gotta build it before anyone will come."

"Maybe if things get a lot worse," I suggested, "they'll figure

out what they really need to do to make things better."

"Besides that," she explained as she made short work of her free dinner, "I would never join any club that would have me as a member."

— max ebb

Ed. note: Find out more about the Coastal Conservancy Water Trail meeting at <http://tinyurl.com/3cf9znd>.

**THIS IS DRAKE. HE TOOK ON CANCER.
NOW HE'S TAKING TO THE BAY TO SAIL FOR A CURE.**

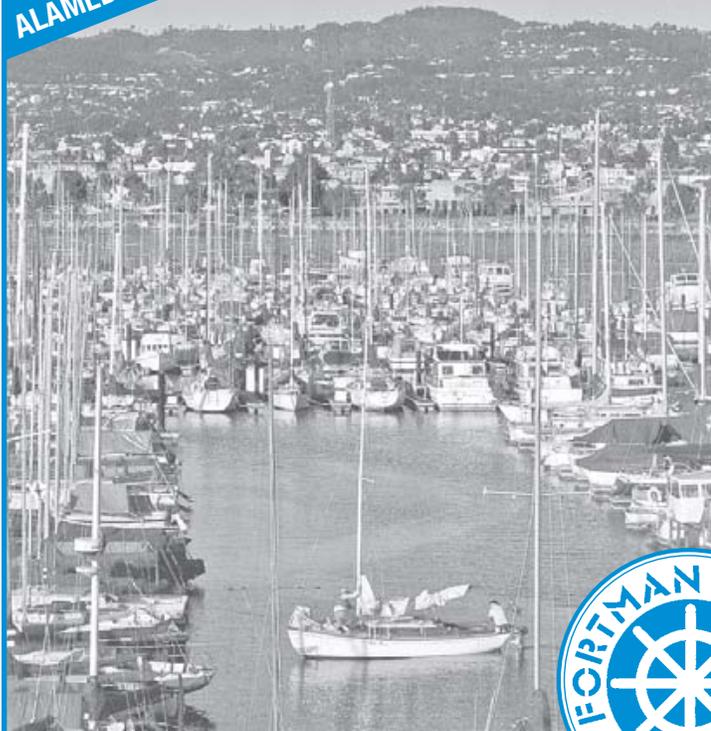
TAKE ON DRAKE.

Join the Leukemia Cup Regatta to race with hundreds in the fight against blood cancer. Proceeds support The Leukemia & Lymphoma Society.

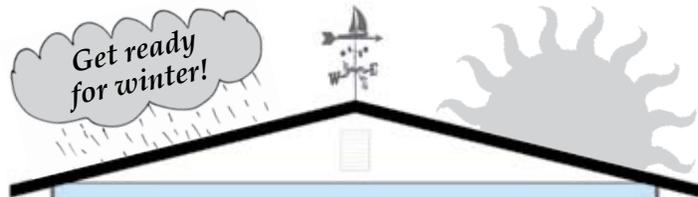
The Sixth Annual Leukemia Cup Regatta | October 1 - 2 | Belvedere, CA
Register at www.leukemicup.org/sf



**HOME OF
ALAMEDA YACHT CLUB**



A quiet, well-protected cove with ample parking and amenities



Get ready for winter!

Weather Protection
Covered Berths Available For Powerboats



Considering a move?
Contact us for excellent rates:
(510) 522-9080
www.fortman.com



FREE QUOTES

**10,000 SAILS
IN STOCK**

www.BaconSails.com

Search online – list updated daily

BACON SAILS AND MARINE SUPPLIES

116 Legion Avenue Annapolis MD 21401

(410) 263-4880

ALL RIGS – TRADITIONAL & MODERN



(360) 385-1080

THE RACING

This Month's Racing Sheet covers events everywhere from the Bay to the Gorge and as far East as the British Isles. Rather than try to name them all, we'll just let you get right into things. Enjoy!

SFYC Summer Keel Regatta

The San Francisco YC played host to the Express 37s, J/120s and J/105s for its Summer Keel Regatta August 12-14. Kame Richards' *Golden Moon* took the five-boat Express 37 division by a four-point margin. Scooter Simmons' *Blackhawk* was tops among the 21 J/105s, while David Halliwill's *Peregrine* from Centre Point, New York, put the hurt down on the regulars with a runaway win thanks to a scoreline of 3-3-1-1-1.

Melges Race Week

The San Francisco YC hosted its Melges Race Week, which drew 13 Melges 24s from all over the state for an eight-race regatta that served as the class's Pacific Coast Championship. Locals Seadon Wijzen and Kristian Notto cleaned up with *American Lady*, following a pair of seconds with straight bullets for the rest of the regatta. A pair of Santa Barbara-based boats finished second and third — Kent Pierce's *Average White Boat* and Loren Colahan's *Lounge Act*, respectively.

Double Damned

Of the sailing we weren't able to do last month, none bothered us more than missing the Double Damned Race on the Columbia River Gorge. Thankfully, Moore 24 sailor Ben Braden of Ballard, Washington was there and sent this stirring account.

The Hood River YC's annual test of sanity, the 42-mile Double Damned Race,

Michael Maloney's 'Bullet' leads the Express 37 fleet, but ultimately lost to 'Golden Moon'.



aka "Fear and Loathing in the Gorge," drew a diverse fleet of 23 boats for its fourth edition on August 6. And for this year's race, the Columbia River Gorge banged out some amazing conditions to try to get the fleet up the strong-running river in record fashion.

"If you didn't come here expecting to spend \$500 on repairs," yelled sailor Ian Beswick, "get out of my way!"

Marginally recovered from the previous evening's libations and fresh salmon dinner, donated and cooked by one of the race sponsors, RBS Battens, the racers arrived at the marina to clouds reaching east as far as Wind Mountain. There was no doubt it was going to be a nukin' day; the only question was, "when would it start?" To make up for the lack of big breeze in the starting area at Cascade Locks, the fleet was started downwind together on a small line, with no chutes allowed up before the start. A few boats hoisted prematurely, but as the race is more against yourself than the other boats, the fleet let it slide, and so it was off to The Dalles some 42 miles upriver. Ten Moore 24's started in their own one design class, Dave Berntsen's *Weta* was the only multihull entrant, and an amazing array of 12 boats started in the PHRF class — a Melges 24, a Wylie Wabbit, a Rocket 22, a B25, two Express 27's, a SC 27, an S2 9.1, a J/35, a 44-ft IOR boat, a Choate 22, and a C&C 27 sailed by a mom and dad and their two kids.

A Melges had never finished this course, much less even made it halfway to Hood River. It was the first attempt for the Wabbit, sailed by Melinda and Bill Erkelens. Ditto for the Rocket, IOR Boat and *Weta*.

Quickly the Melges — Quantum Sails Seattle loft owner Dan Kaseler's *Pteron* — sailed by the



ALL PHOTOS THIS PAGE: ERIK SIMONSON/WWW.H2OSHOTS.COM

fleet, along with the Erkelens, and easily had a half-mile on everyone as they passed "O Shit!" Island. Tyler Bech's B-25 *Superfriends*, Mark Newbrook's J/35 *Diversion* and Morgan Larson's Moore 24 *Bruzer* led the rest of the fleet around the corner and into the breeze at Wind Mountain. Quickly the Moores started taking off on a plane and closing the distance on the B-25 and the J/35. Once into the breeze Dave Garman's SC 27 *Giant Slayer* showed some amazing downwind speed but quickly made up for it with the most spectacular broach the fleet had seen in awhile. It was breeze-on

It was also time to figure out how to get past Dog Mountain without pulling a Michael Vick maneuver, getting left slapped down, groveling in the water, trying to get your chute down so the keel will return to the downward position. Many boats tried to approach the corner from the Oregon shore on port in order to run out in the puffs down the middle of the river — as far from where the puffs hit the water as they



The J/120s prepare to set during the San Francisco YC's Summer Keel Regatta.

could be. A few took the short route past the mountain on the other board along the Washington shore, risking the stronger puffs but hoping for fewer of them on the shorter route. *Jack*, the Erkelens' Wabbit, almost made it through, but just at the spot where a Melges lost its mast in '08, the Erkelens were hit by a growler puff, and down came the rig.

Not to be outdone, *Diversion* took the moment to attempt a pirouette on its bow pulpit, but lacking years of intensive ballet training she just didn't get it quite right. Out came the rudder, over she went, and down came the chute. Owner Newbrook took the ballet maneuver hard and banged his head on the boom, blacking out for 10 seconds before sailing into Hood River and taking a trip to the emergency room for stitches in the top of his head.

Just when the other racers were feeling good about themselves for making it past

Dog Mountain in more or less one piece, the Gorge decided to throw its proverbial fastball at them.

"The gorge is a funny girl," said Moore sailor Matt McQueen. "She hides in the wide sections and lulls you into actually racing with 20 knots of breeze and flat water. Then she reminds you why you're here. Blammo! Thirty-five out of nowhere and if the boat is still under the rig you're off. Suddenly instead of racing you are just trying to pull gybes, keep the rig up, and stay off the hard stuff."

Typically the breeze lightens as you approach Hood River, allowing the rac-

ers to enjoy the big waves at Swell City and have a nice chute run under the bridge toward Mosier. Not this year.

Pissed off that the fleet got by, Dog Mountain threw everything it had at the boats. "Puff in five, here it is. Puff in 10, 5, here it is. Smoke on the water . . . PUFF! Smoke! Big One, HANG ON!"

The fleet capsized almost in unison, and sent the crews scrambling to retrieve what was left of their spinnakers, before hoisting a jib, poling it out and taking a moment to collect themselves. Attrition took its third victim here as Chris Loyd's Rocket 22 *Subatomic* decided things just weren't working well and took this opportunity to head into the Hood River Marina for refreshments, as those who survived got their kites back up.

The B-25, *Superfriends*, had its own problems through this stretch. Their Hood River wipeout broke their spinnaker pole, so they pulled out their spare and hooked it up. No more than ten minutes later they broke that one! But that didn't keep them under white sails for the rest of the race. They sat down and sailed under jib and main while lashing the parts together with the broken sections of two poles to create a third! They hoisted the chute again, and off they went, chasing the fleet up the river.

Through the bridge towards Mosier with chutes pulling again, the fleet raged on. *Pteron* was launched with Morgan Larson's Moore 24 *Bruzer* chasing them down, and Berntsen and Salkind on their Weta hot on their tail. This was a less-than-ideal time for Kasseler's crew, who had to do some of their own serious McGuyvering. They had blown up their full spinnaker earlier in the race and had reverted to their smaller sissy chute to

SFYC also hosted the Melges 24 PCCs as part of Melges Race Week. Thirteen boats showed up, with the class's worlds coming to the Bay in '13.



THE RACING

GREG ARCHBALD



ERIC RIMKUS



ERIC RIMKUS

SEAN TREW/PACIFIC FOG



SEAN TREW/PACIFIC FOG



SEAN TREW/PACIFIC FOG



Clockwise from spread — A gaggle of Moore 24s takes on a breezy Cascade Locks for the class's nationals on the Gorge; Bill Erkelens' 'Nevermoore' gets all lit up on a run; the Gorge giveth and the Gorge taketh away, in this case it was Brad Butler's 'Morphine' with the Bay's Rowan Fennell at the helm (not in this photo) that gave up a rig to the Gorge gods; Kurt Lahr sails Vaughn Seifers' 'Flying Tiger' up the Columbia River during the Hood River YC's Double Damned Race; the N/M 44 'Gorgeous' had a rough go of the DDR, but survived to try again; As if the standing puffs and monstrous chop weren't enough to deal with, Double Damned racers have these barges to look out for; Morgan Larson's 'Bruzer' has won the last three Double Damned's; Dan Kaseler's 'Pteron' finally broke the Melges 24s' jinx in this race with some quick thinking and hard sailing; Weta dealers Dave Berntsen and Ethan Salkind show that their little tri is up to the race.

keep up the battle. Bam, down came the little kite, this time thanks to a broken halyard. What to do? They decided to drop the mainsail, attach a block to the headboard with an old spin sheet through it, and hoist it back up. Then they pulled the chute up with the new halyard and block but that didn't last, with the block unable to handle the stress on the jibes, ultimately raining down on the foredeck as little plastic balls. Finally *Pteron* tied a loop of Dyncema to the headboard, hoist-

ing the kite directly up through it.

Meanwhile the rest of the fleet was smoothly planing through Mosier, past Memaloose Island and into the cut at Lyle. Then the wind caught up with them. A Moore lost a crewmember (sans PFD) into the river and had to drop their chute to retrieve him. *Gorgeous*, a N/M 44 owned by Jim Chase, had its own troubles. A nasty wipeout sent lines flying. With the chute trailing the boat and a beach looming up ahead, Chase decided

to take the risk — with all the lines in the water — and start the motor to turn into the breeze and get collected. *Gorgeous* wrapped its prop, but was able to recover everything else. Still able to sail, the crew decided that sailing upwind back to Hood River and into their slip looked safer than finishing the race and trying to sail into a slip in The Dalles — the final casualty of the race.



ERIC RIMKUS



GREG ARCHBALD



ERIC RIMKUS

Pteron won the elapsed-time and PHRF honors with *Bruzer* hot on her tail, finishing just over six minutes behind the Melges for overall corrected time honors. Fifteen minutes later the *Weta*, sailed by dealers Berntsen and Salkind, finished just in front of the second Moore, Kathryn Meyer's *More Cowbell*. Six more Moore 24s crossed the line in the next 10 minutes and then the slow trickle of PHRF boats came across the line over the next two hours. Last in was the little Choate 22, Bart Vervloutet's *Crazy Lulu*.

An excellent Mexican dinner, libations and awards hosted by the Hood River Yacht Club fueled a raucous crowd bent

on reliving the day's feat. Race t-shirts and BBQ sauce from Pendleton Blended Canadian Whiskey were given out for such "achievements" as emergency room visits, broken spinnaker poles, blown chutes and amazing wipeouts. As far as the rest of the "real" awards? Bech's *Superfriends* took second in the division with third going to Ted Lohr's Express 27 *Monster Express*. *More Cowbell* took second in the Moores while third went to Scott Walecka's *Adios*. The Moore 24s dominated the overall results once again, taking the top-eight spots on corrected time.

McQueen summed up the Double Damned lunacy perfectly:

"All in all it's just classic sailing," he

said. "I'm pretty sure we were in first — and last — at some point. Skipping waves like only dinghies are supposed to do, round-downs like from the old IOR blooper days, passing a boat in a puff like they are stuck to the water only to have them blast by seconds later with another nuker puff. This is more of a survival experience than a race. I can't wait for next year. Thanks to all the Hood River YC and CGRA folks who made this happen and special props to Doug Archbald for running the show and pumping this event up. It's getting better every year."

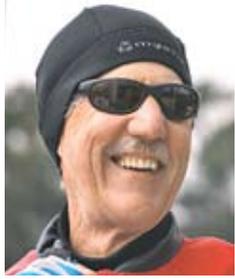
— Ben Braden

Moore 24 Nationals

Morgan Larson's win in the Double

THE RACING

Damned came on the heels of another impressive feat as he took the Moore 24 nationals hosted by the Columbia Gorge Racing Association at Cascade Locks, Oregon. Sailed in big breeze that frequently topped 30 knots and wrought havoc on the 18-boat fleet, the regatta saw more than a couple of boats count



Paul Heineken

letter scores while Larson and runners-up David Hodges and Scott Walecka's *Adios* stretched away from the fleet to finish with 16 and 21 points respectively. A fierce battle for third between John Kernot's *Banditos* and Bart Hackworth's *Gruntled* went to the former, with 38 points to *Gruntled*'s 42. The win was the second in a row for Larson. Complete results are up at www.cgra.org.

Early Christmas Shopping

A few months back we told you of an effort by Moore 24 sailors to honor the memory of one of their most instrumental class leaders. Joel Verutti passed away from brain cancer in February after a protracted battle. A Moore 24 owner for 28 years with multiple stints as class president, Verutti left behind wife Tina and 12-year-old daughter Josselyn, who are still dealing with the financial fallout of Joel's illness. The Moore family is looking to help out the Verutti family as well as maintain and store Joel's boat, *Mercedes* #55, until Josselyn, a crack junior sailor, is able to do so herself. To that end they've organized an online auction that's gone live and will make the perfect

The St. Francis YC's Heavy Weather Laser Slalom lived up to its name. Even though the ebb was largely absent, the sailing was still intense.

opportunity to do some early Christmas shopping while getting some pretty sweet stuff out of the deal.

Have you ever wanted to go sailing in New Zealand or Puget Sound? Have a professional sailor like Morgan Larson or Trevor Baylis race with you and your crew? Wanted to have Team Pegasus coach you on your boat with your crew on the water for a day? How does a golf or fishing trip in the Columbia River Gorge sound? These and many other items are on the block through the Moore 24 web site at www.moore24.org/auction.

Open 5.70s

The Golden Gate YC hosted the Open 5.70s on the Cityfront August 20-21, giving the little sportsters a chance to share a race course with another group of little sportsters, the 18-ft skiffs (the latter didn't wrap-up until after the deadline for this issue). Make sure to check out the GGYC's beautifully revamped website, where we're sure the results will have gone up by the time you read this, at www.ggyc.com.

SF Laser Worlds

St. Francis YC played host to a triple bill of Laser events last month, starting with the Laser 4.7 Worlds for the juniors July 28-August 2. Although popular in much of Europe, the 4.7 rig — the smallest available for the Laser — is virtually absent in the United States and the results bore that out.

Greek sailor Synodinos Eframidis pulled out ahead of the rest of the fleet with an 8-2 on the final day to win the 56-boat silver fleet. Just behind him overall were Peru's Alonso Torres-Ilosa and the only American podium finisher, William Livernois. Italian Cecilia Zorzi took the girls' title in the 51-boat fleet. A battle

between fellow Spaniards turned into a runaway for one in the 56-boat boys' gold fleet: Francisco Gonzales and Carlos Rosello had a nail-biter going into the final day, with only 10 points separating them. Gonzales posted a fourth in the final race to end up 28



ALL PHOTOS THIS PAGE CHUCK LANTZ/WWW.CHUCKLANTZ.COM EXCEPT WHERE NOTED



points ahead of his compatriot, while William de Smet of Belgium finished third overall, passing Japanese sailor Keeiju Okada in both races on the final day to take third by a five-point margin.

Next was St. Francis YC's Heavy Weather Laser Slalom, which lived up to its name. Sponsored by Laser Performance and McLaren, the slalom tested the best of the best in the grueling, capsize-riddled event. The event's original founder, Don Trask was on hand to watch the sailors go head-to-head on parallel slalom courses right off the club. Olympic gold medalist Anna Tunnicliffe used superior technique to overcome a significant weight disadvantage and nearly made it through to the semifinal. But all the competitors, Tunnicliffe included, faced a significant obstacle in the boats themselves — supplied brand new boats that hadn't had the full-race treatment. With too-short tiller extensions, too much play in the daggerboard trunks and slippery new lines, the boats were a handful even for the best of the best. In the end it was the Newport, Rhode Island frostbite fleet that produced the top three, led by Peter Shope, who had to beat Ben Richardson





Spread — the Laser Masters' Worlds drew over 200 competitors for a week-long slugfest with the Cityfront. Insets, from left — class stalwart Chris Boome took seventh in the Radial Grand Masters, and the Gorge's Bill Symes won.

twice — once to even their final scores and yet again to break the tie. Former two-time Masters Worlds champion and Hall Spars rig designer Scott Ferguson rounded out the top three.

They could all be found out on the water a couple days later, vying for the main event, the Laser Masters Worlds. After a lighter-air first day, the Bay delivered exactly what was in the brochure for the 200+ Laser sailors who showed up at the club August 7-13. After a week of lead changes and close racing in ebb-fueled moguls over the 12-race series, the finale didn't disappoint, packing prototypical summer Cityfront conditions.

Avenging his loss in the Slalom, Richardson took the Standard Apprentice honors, winning the title with a race to spare, while Dutch sailor Arnoud Hummel took the Standard Masters title with seven bullets. Australian Colin Dibb took the Standard Grand Masters title by a scant three points over the Bay's Peter

Vessella, a former winner of the Standard Masters.

Kiwi Scott Leith won the Apprentice Radial division, despite having just had a hip replacement in March, while Canadian Al Clark took the Radial Masters with a strong finish. The Radial Grand Masters went to the Columbia River Gorge's Bill Symes, who pulled away with six bullets in the final six races. The UK's Keith Wilkins took the Radial Great Grand Masters title without having to sail the last two races.

Other notable finishes from Californians included Long Beach's Kevin Taugher, who finished third in the

Standard Apprentices. The Bay's Russ Silvestri and Tracy Usher finished fourth and seventh respectively in the Standard Masters, while Jon Andron finished 12th in the Standard Grand Masters. Kurt Wessels and David Anthes took home sixth and tenth respectively in the Radial Apprentice Masters, and David Lapier was 12th in the Radial Masters. Walt Spevak was the top local sailor in fifth place in the Radial Grand Masters, two spots ahead of Chris Boome. Paul Heineken was the top local in the Radial Great Grand Masters.

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

Richmond Riviera Regatta

Richmond YC hosted its second annual Richmond Riviera Regatta August 12-14. A fundraiser first and foremost, the event is unique among the Bay's many charity regattas.

Following the mantra of "give where you live," the event's beneficiaries included the Bay Area Rescue Mission, Richmond Food Pantry and more, all of which serve the greater community beyond the confines of Pt. Richmond through the auspices of the regatta, which is incorporated as a zero-overhead nonprofit entity. The three-day schedule included a food tasting on Friday, three buoy races on Saturday, and a Bay Tour on Sunday.

On Saturday the fleet was divided into two racing areas: a deep water course for monohulls rating PHRF 113 and below, and a Southampton course for the Etchells and PHRF boats rating 125 and over.

For Saturday's three buoy races, Brad Copper's Tripp 43 TNT rattled off three bullets to take PHRF 1, while Travis' — yes, he goes by one name like a Brazilian soccer player — Hawkfarm *Warhawk* ran up a 1-1-3 to take PHRF 2. The "little" handicap division went to Karl Gillette's Express 27 *Light'n Up*.

In the six-boat Etchells fleet, Michael Laport's *Ginna Fe* just edged out Hank Easom's *Magic* to take the honors.

Sunday saw the Etchells sit out the Bay Tour as a fleet. Kers Clausen sailed an unidentified boat to overall honors, beating out Frank Morrow's PHRF 2-winning IMX 38 *Hawkeye*, while TNT took PHRF 1.

Cal 20 Nationals

Just when Keith Ives and crew Chuck Stevens thought they were cruising to victory in the 50th Cal 20 Class Championship at the Alamos Bay YC in Long Beach August 12-14, they suddenly sensed it crashing down — their mast, that is.

The pair had won the first race of the final day to extend their lead to an almost mathematically-unbeatable 18 points with

The Open 5.70s keep building their schedule, and their latest host was the Golden Gate YC.



THE RACING

ERIK SIMONSON/WWW.H2OSHOTS.COM



Michael Laport's 'Ginna Fe' topped the Etchells fleet at the Richmond Riviera Regatta. The only one design fleet at the regatta, they contributed seven boats to the event.

two races remaining in the regatta when they tangled with two rivals at the windward mark of the sixth race.

"We almost took our rig down," Ives said.

The event topped its goal of 50 boats attending the seven-race series, totaling 53 in gold, silver and bronze classes. By the end of the weekend, the swarm of Bill Lapworth's most successful production boat — by numbers: 1,945 were built — were rocking and rolling in whitecaps stirred up by 15 knots of southwesterly.

With Ives and Stevens' *Rubber Dog* on starboard, plus Mark Golison's *Bandini Mountain*, and a third, unidentified boat on port, all approaching the weather mark at once, the latter boat tipped through a tack to round, its mast clipping the top of Ives' spar. Moments later, Golison, a two-time winner of the event, executed a penalty turn to avoid a possible protest for possible interference with the mystery boat.

"That dropped us back to about 15th place," Golison said. "But it was the right thing to do because we got back to finish sixth, and then we won the last race. We took ourselves out of [contention] with a bad [20th place] race Saturday, but Keith

The Cal 20s are 50 years old if you can believe it, so it was only fitting that their 50th NA championship drew over 50 boats. At right, winners Ives and Chuck Stevens were unstoppable.

sailed great. He and Chuck deserved it all the way."

Ives and Stevens survived to finish a cautious fourth and fifth in the last two races for a 15-point final margin over Golison, who sailed with his wife Jennifer, and Christopher Collins as crew.

The old boats also suffered in the conditions. Stu Robertson, the Lido 14 legend of some notoriety and a relatively new Cal 20 campaigner, held a solid lead in Sunday's first race until a spreader broke at the last mark, ending his afternoon. The same fate befell two veterans, Dave Crockett, and Robin Townsend. After two fifth places Saturday, Townsend was in the hunt for a top-ten with a second in the penultimate race, only to have her jib halyard blow out in the finale. She was still the top female skipper in 13th overall. Then there was Steven George, who in the last race gave new meaning to steering by hand. When his rudder gudgeons broke, he held the rudder in his bare hands to steer the last leg downwind to finish 14th, after six races with no finish worse than seventh.

Thomas Hoegh's *Second Wind* with Bryan Dair and Angela Goodwin aboard took the silver title with a solid scoreline that included a pair of seconds and three bullets in the last five races. The bronze fleet went to Dave Moore and Mike Hibdon's *Whisper*.



RICH ROBERTS



JAN ANDERSON

Clockwise from spread — Bay Area-based Olympic hopefuls Jonny Goldsberry and Charlie Smythe made a statement at the Gorge August 5-7, taking the seven-boat 49er Nationals. For complete results check out www.cgpa.org; the SSS's Half Moon Bay Race started off breezy but turned into a drifter that was gray the whole way, which made the BBQ and beers at the end all the better; SSS Commodore Max Crittenden and Staff Commodore Pat Broderick crunch the finish times; the Lake Washington Sailing Club's Dinghy Delta Ditch was also a drifter, but that didn't stop those who stuck it out from making the best of it . . . as proved by Ben Doolittle's i550. complete results are up at www.lwsailing.org.

SSS Half Moon Bay Race

The Singlehanded Sailing Society's Half Moon Bay Race headed down the coast on Saturday. After a breezy beat out of the Bay, the breeze died, as is its custom, off Montara. But rather than fill back in, it got even lighter as the fleet of 24 singlehanded and 40 doublehanded entries crawled toward Pillar Point Harbor. The result was many elapsed times in the 6-hour range over the 23.5-mile course, but few letter scores. Sean Mulvihill's J/120 *Jamani* was the top doublehanded entry with an elapsed time of 4h, 25m, while Al Germain's *Wyliecat 30 Bandicoot* took the overall singlehanded honors after 5h, 46m of sailing. Full results are up at www.sfbaysss.org.



ERIK SIMONSON/WWW.H2OSHOTS.COM

JIM GOSSMAN

Rolex Fastnet Race

The fast conditions in the Royal Ocean Racing Club's Rolex Fastnet Race meant that race records fell in one of the most storied offshore races on the planet.

Starting from Cowes on August 14 for the 638-mile trip around the race's namesake rock, which lies off the Southeast coast of Ireland, the 314-boat fleet — a new record for the race — were soon left in the dust by the big boys. Loïck Peyron's 130-ft trimaran *Banque Populaire V* set a new multihull elapsed time record of 32h, 48m, and Ian Walker's brand new Farr-designed Volvo 70 *Abu Dhabi Racing* took 1h, 39m off the old record of 1d, 20h, 18m set by Mike Slade's Farr 100 *ICAP Leopard* in '07.

Vanquish, the Oakcliff All American Offshore Team's STP 65, finished right in the thick of things amidst a pack of the six IMOCA 60s. Its crew of 20-some-things included three Bay Area sailors: Richmond YC's Matt Noble and David Rasmussen, and San Francisco YC's Molly Robinson. Their effort, admirable as it was, wasn't sufficient to take all the

marbles.

Skype founder Niklas Zenström's J/V 72 *Rån* became only the second boat ever to win the race back-to-back on corrected time, beating *Leopard* by a little over 4.5 hours, which, in turn, beat the third-place *Vanquish* by ten hours.

In the "professional" classes — the Volvo 70s, IMOCA 60s, Class 40s and MOD 70s — the racing was extremely tight. *Abu Dhabi* beat Franck Cammas' *Groupama 4* by only four minutes, while Vincent Riou's IMOCA 60 *PRB* took that class's honors with less than five

minutes separating the top three.

After all the big boys had finished, the going got slow and the French contingent got going, taking IRC 1, 2, 3, and 4 while dominating the podium in all those divisions. Complete results and tons more reading

are available at www.fastnet.rorc.org, and a recap of the capsizing of George David's *Rambler 100* appears in this month's *Sightings* on page 74.

Santana 22 Nationals

The Monterey Peninsula YC hosted the Santana 22 Nationals July 30-31, and the change of venue didn't make a noticeable difference for Michael Andrews' *Bonito*, winner of the event for the fourth time.

"It gets tougher every year," said *Bonito* crewmember Shawn Grassman, who along with Andrews' son Jonathon beat Santa Cruz's Bob Comstock's *Rick's Place*. "They sailed very, very well and were in our grill for all five races."

The weather patterns were typical — light in the morning, building to double digits when the clouds burned off in the afternoon.

"It was gorgeous," Grassman said. "It was fun sailing all around those critters: dolphins, otters, seals, sea lions, pelicans. Nine-year-old Jonathan was on the boat for all five races in his first, and definitely not last, Nationals."

Not many Bay Area boats made the

Skype founder Niklas Zenström's J/V 72 'Rån' became the back-to-back repeat winner of the Royal Ocean Racing Club's Rolex Fastnet Race.



CARLO BORLENGHI/ROLEX

THE RACING

trip down, but one Santana 22 icon, Santa Cruz's Ernie Rideout, who only hung up his spurs a couple years ago (well into his 90s), made the trip to Saturday night's dinner, reportedly looking great.

"Monterey Peninsula YC is a great club," Grassman said. "We slept on the boat and never left the immediate pier area."

Gracie and George

The Encinal YC's doublehanded Gracie and George Regatta, where the gals drive and the guys (or another gal) do all the work brought out five boats on August 7. With breeze in the 10-plus-knot range shifting from the southwest to the northwest, the fleet played it safe with a starboard tack start. That's to say, all but Linda Farrabee on the Catalina 38, *Harp*. With owner Mike Mannix in the cockpit, *Harp* pulled off a clean port start and quickly took the lead.

But by the time the fleet was sailing the only spinnaker leg down to the finish on the Estuary, both *Faster, Faster!*, a Merit 25 helmed by Deb Fehr with



HMBYC

David Rumbaugh claimed his fifth straight Coronado 15 North American Championship, hosted this year by the Half Moon Bay YC.

David Ross in the middle, and *Crazy Eights*, a Moore 24 driven by Kim Stuart with Aaron Lee in the middle had closed the gap to Farrabee and Mannix. With the boats neck-and-neck into the

finish, *Crazy Eights* caught a nice puff and squirted ahead for elapsed-time honors. But *Faster, Faster!* was indeed fast enough, correcting out 22 seconds ahead to take first overall and the Gracie and George perpetual trophy.

Coronado 15 North Americans

The Half Moon Bay YC hosted 18 sailors for the Coronado 15 North American Championships August 12-14. All the races were sailed in light to moderate breeze inside Pillar Point Harbor.

David Rumbaugh notched his fifth consecutive North American title, while crew Claire Fishman added her second. The top three A Fleet boats were all from Sacramento, and the fourth hailed from Los Angeles.

The top Half Moon Bay YC finisher in A Fleet was Charlie Quest in fifth place, while all four boats in the B Fleet were from the club.

C-15 SYD CORP SERIES (8/12)

ALL — 1) David Rumbaugh/Claire Fishman, 4 pts; 2) Kiersten Vance/Kendall Ermshar, 11; 3) An-



PASHA HAWAII

Scheduled service from the Mainland to Honolulu, Kahului and Hilo

And no matter where home is, we can provide Transportation Logistics for smooth sailing.

Now offering inter-island service.

TAKE THE EASY WAY HOME . . .



PASHAHAWAII.COM

Customer Service: 866.393.9831

drew Fishman/Steven Fishman, 11. (9 boats)

**C-15 NORTH AMERICAN CHAMPIONSHIPS
HALF MOON BAY YC (8/13-14)**

A FLEET — 1) David Rumbaugh/Claire Fishman, 10 pts; 2) Alex Fishman/Steven Fishman, 19; 3) Kiersten Vance/Kendall Ermshar, 20. (5 boats)

B FLEET — 1) Lucy Gillies/Hunter Gillies, 13 pts; 2) Patrick Melley/Rick Winnans, 15; 3) John Powell/Alan Quest, 21. (4 boats)

Complete results at: www.hmbyc.org

Clipper Race Coming Back to SF

The 2011-'12 Clipper 'Round the World Race got underway this month and the fleet of 10 identical 60-ft boats is already into race two of leg 1. *Gold Coast Australia* took race one from Southampton to Madeira, and is only twelve miles behind the leader *Singapore* as the fleet has spread out by some 600 miles on its way to Rio de Janeiro, Brazil.

Lying off Recife as of this writing, the fleet was in the midst of trying to get as many points as possible in the Ocean Sprint time trials.

But perhaps the most exciting news to come out of the race so far is that San

Francisco will once again play host to the only 'round the world race where pretty much anyone can play.

The boats will likely be arriving in the Bay in April of next year much as they did last year.

Be sure to follow the race and check back here for updates as it winds its way around the globe. You can find it online at www.clipperroundtheworld.com.

Race Notes

Bummer— We're sad to report that just 90 miles into an attempt at the west-east



MARGARET FAGO

A photo finish between 'Crazy Eights' and 'Harp' during the Encinal YC's Gracie and George race.

solo TransAtlantic record, Francis Joyon's *IDEC 2* capsized in a squall on the morning of August 22. Joyon was safe, and stayed aboard until the boat was taken under tow, headed for Montauk, New York as of this writing.

Reach For ... the Adventure of a Lifetime San Francisco to Hawaii

Starts July 16, 2012

Kaneohe Finish Week July 30, 2012

**Next Pacific Cup Offshore Academy
October 8, 2011**

Enter or find out more at PacificCup.org

**2012
Pacific Cup**



WORLD

We dedicate this month's charter section to **A Globe-trotting Semester at Sea, and A Splendid Sailing Vacation Option Right in our own Backyard.**

All I Want for Christmas Is a Semester at SEA

Ever have one of those moments when you say to yourself, "Dang, I wish I could have had that experience when I was a kid!" That's how we felt last month when we took a tour of the 134-ft brigantine *Robert C. Seamans* during her annual visit to the Bay, and spent some time with her energetic professional crew and a contingent of wide-eyed student sailors.

Operated by the Sea Education Association (SEA) — which is based at Woods Hole, Massachusetts, a world-renowned center for marine, biomedical and environmental research — this ship offers hands-on research and sail training courses annually on a circuit between Juneau, Alaska; Mexico's Sea of Cortez; Tahiti and Hawaii. Meanwhile, her sistership, the 134-ft steel brigantine *Corwith Cramer*, operates in the Atlantic and Caribbean.

The undergraduate sailor/scholars we met aboard the *Seamans* were taking part in a 12-week SEA Semester that combines academic study in labs and classrooms ashore with an authentic sailing research voyage in the Pacific.

As the program's literature explains, each SEA Semester's session is accredited through Boston University. Programs include "foundational coursework in oceanography, maritime studies, and nautical science, and is designed to offer a multidisciplinary platform from which

Below: Crew and student sailors of the 'RC Seamans' strike a pose during their recent Sausalito visit. Right: Preston checks the view.

to study our oceans."

While that certainly sounds like an excellent way to kindle a life-long fascination with ocean science, and perhaps steer participants toward a meaningful career, it doesn't take a genius to figure out that spending weeks at sea with a boatload of like-minded young adults can also be a whole lot of fun.

As we can confirm from personal experience, no matter how much you think you know about sailing a modern sloop or ketch, when you step aboard a square-rigged brigantine there's a whole new pool of knowledge to absorb. And although hoisting sails, standing watch and navigating may not have a direct connection to environmental science, the cooperative effort required to move a ship this size safely across an ocean inevitably builds lasting camaraderie among crew members. And, of course, such lessons in social interaction can have benefits that will last a lifetime.

The variety of programs offered by SEA are too numerous to detail here, but to give you an idea, the Ocean Exploration Program (offered this fall) is open to students of all academic majors, as it



NATHANIEL PENN



WOODY SKORIAK



WOODY SKORIAK

Cultures and Ecosystems. It will focus on "the dilemma of environmental and cultural sustainability in French Polynesia," and is open to students interested in environmental studies, humanities, and social sciences. (Sign us up for that one!)

We can't think of a more enticing — or greener — way to participate in legitimate offshore ocean research than aboard a purpose-built and rigorously maintained vessel like the *Seamans*. Built in Tacoma, WA to a Laurent Giles design, she is said to be "the most sophisticated oceanographic research/sailing school vessel ever built in the United States." As we witnessed during our visit, she has a library, computer lab, wet/dry research lab, and carries all the tools of the trade for bona fide ocean research.

Students are accommodated in comfortable berths in semi-private cabins, and from what we could tell, they are fed

is an "interdisciplinary approach to studying the marine environment, by combining the natural sciences, social sciences, and public policy."

Next spring a course will be offered called Sustainability in Polynesian Island

OF CHARTERING



Spread: Built for voyaging in all weathers, the 'Seamans' is the queen of the SEA Semester program. **Inset:** Students learn to furl.

well thanks to a jolly cook who performs her culinary magic in an expansive galley. (Those freshly baked chocolate chip cookies were the best!)

As you might image, SEA Semester programs are not cheap, but the lasting — potentially life-altering — experiences they provide may be well worth a little financial sacrifice. However, if you don't think your pockets are deep enough to cover the fees for your child, be aware that roughly a half million dollars of both need-based and merit scholarships are awarded to students annually. Learn more at www.sea.edu.

— andy

Our Vacation Was Fabulous — And Even Closer to Home

When I read last month's article about chartering in Belize, and how it's not only a great destination, but also "so close to home," I had to laugh. I had just

returned from one of the best weekends that I've had in a really long time, and it was right in our backyard!

With a pack of 15 boats full of charterers, club members and friends of Club Nautique, we recently headed up the picturesque Petaluma River to spend a magical weekend in the downtown Petaluma turning basin.

The fleet rendezvoused around Red Rock at 11 a.m. on Friday morning and headed into San Pablo Bay. The layer of cloud cover burned off around noon and we were treated to a nice downwind sail in shorts and T-shirts.

There was enough wind to get in some good wing-on-wing sailing as we headed for the river entry channel. Had we allowed more time we could have sailed quite a bit longer,

but alas, we were the lead boat, *Cats Aye*, the Club Nautique 40 catamaran, and we were slated to host the cocktail party that afternoon at 5 p.m. So we took down our sails and motored the rest of the way up the channel into the Petaluma River.

When sailors hear "motoring," they tend to stop listening, but the sights of the enchanting river were enough to keep us occupied. From the cool little riverside shacks to the rolling countryside combed with vineyards, there was something to see around every corner. Our group kept in radio contact and alerted one another to shallow spots along the way. A few of our deeper-keeled boats did report touching bottom, but none got stuck. Most of the time we stayed in the center of the river and had plenty of water.

The last three miles of the river south of the city have lots of twists and turns that keep you in anticipation of what's around the next bend. Along the shore there were lots of fishermen's shacks, a Greek restaurant called Papa's Taverna, several shipwrecks, and a few research vessels — there was much to see. We were even welcomed by enthusiastic local fishermen who hooted and hollered and acted as if they were being treated to a parade. We played along, flashing our best 'Queen waves' as we progressed toward the D Street Bridge.

Other than the 70-foot clearance on the highway 37 overpass, the D Street Bridge is the only obstacle you face before getting into the downtown turning basin. Having read that it's wise to give the bridge operators advance warning of

George Sparr is all smiles as he sails 'Georgie's Girl' north toward the Petaluma River mouth. That's Don Durant's 'Eureka!' to leeward.



WORLD

your arrival, I'd called the day before to request a 15:45 opening. On the phone, the staff was very accommodating and helpful. They did, however, give me the impression that we were to strictly adhere to the scheduled time.

I had taken up the stern of the pack to make sure that all my little chickens made it safely to the roost. So naturally, as we were pulling around the corner at 1600 I was a bit concerned that we might not be granted entrance. To make matters worse, a few of the boats that were ahead of me were hailing me to tell me that the bridge was not open, there was no one in the tower, and they weren't answering on the radio. Oh dear.

I phoned the police station, the number that was given on the Petaluma mooring permit (cityofpetaluma.net/pubworks/pdf/mooring-permit.pdf). They were very courteous and gave me the cell number of the bridge tender. He immediately answered and let me know that he was on his way, and apologized for having delayed us. When I expressed my concern that we were running behind, he kindly assured me that he would be



ROD WITEL

It's advisable to give advance notice if you want to pass beneath the D Street Bridge. The operator is super-friendly.

happy to raise the bridge as many times as we needed to bring all of our little chickens safely to the roost. I love that guy!

By the time we entered the basin, about 10 of our boats were already Med-moored to the 700-foot dock space that stretches across the turning basin and

along the edge of downtown Petaluma. We made quick work of getting our last five boats safely tied up to the dock.

There were enough electric kiosks for everyone to get hooked up to shore power, and there were also plenty of faucets to go around. (*Note to charterers: You may want to pack a hose if your charter boat isn't already equipped with one.*) There are no public restrooms nearby but if you are affiliated with a yacht club, the Petaluma Yacht Club overlooks the docks and welcomes reciprocal members to enjoy their facilities — which include a bathroom and shower.

After we were settled in, and were preparing for the cocktail party, our bridge tender came by with an envelope that had a copy of the mooring permit, a welcome letter, and the code to the gates on either end of the docks, which are locked from sundown to sunup. The mooring fee is \$22/night and can be paid by check and left in the drop box, or mailed in after your return.

We were also paid a visit by the Petaluma Chamber of Commerce. I had

Are "Californians Dreaming?"

Stop dreaming – go sailing.

**CALL TO RESERVE AT OUR
BEST IN THE BVI PRICES!**



Conch Charters

Since 1986

www.conchcharters.com

(800) 521-8939



BVI YACHT CHARTERS

Call: +1 888 615 4006

Or: +1 284 494 4289

BVI Yacht Charters is the first port of call for all yacht charters in the BVI and St Martin. Whether you are looking for a Catamaran or a Monohull, a week or just a few days, our professional team is on hand to make it work, your way.

BVI YACHT CHARTERS

** 10% off all new bookings when you mention this ad.

www.bviyc.com

charters@bviyc.com

OF CHARTERING

contacted them to tell them about our plans and they asked how many boats we would have. They prepared and delivered welcome packets for each one of the boats. The packets included maps, events and attractions, and coupons for local restaurants, spas and stores. I love this place!

Our cocktail party was so much fun. Everyone brought an appetizer and a drink to share. The 40-ft catamaran was just big enough to handle the 30+ people we had aboard. At one point we had so many people on the boat that the bottom steps on the transom were submerged. Our revelry didn't go unnoticed by the locals — one of the local restaurants sent a waiter down to pass out coupons for free glasses of wine with dinner. Did I mention that I love this place?

We spent the evening laughing and roaming from boat to boat, meeting new friends and catching up with old mates. We danced on the bows of our boats as the cool tunes from a jazz band across the basin floated us into twilight.

Some folks headed out to dinner and

some cooked on their boats. Others continued on with their own cocktail parties that lasted well into the evening. There were rumors of a "man cave" complete with flowing single malt scotch and cigar smoke so thick you could cut it with a knife. But being a girl I wasn't invited to that party. Despite my gender, my brood and I still managed to have fun lounging on the trampoline of the cat and gazing at the night sky.

We've discovered from experience that when we do a rendezvous, we tend to schedule too much, and don't have time to actually enjoy our destination. So this time, we purposely built in a day with nothing scheduled. That turned out to be a great idea. There are so many fun things to do right in downtown Petaluma.

With shops, restaurants and nightspots only a few steps away, weekendng in the turning basin is ideal for warm summer fun.

luma. People went on walking tours of the old Victorian neighborhoods, enjoyed 'mani-pedis', and pattered around in dinghies.

Some of us went to the music festival and some just chilled out on their boats. Rod Witel, who is local to Petaluma and a pilot, had chartered a plane for the



ROD WITEL

Real People. Real Sailing. Real Fun.

Sail Cats | Power Cats
Monohulls | Trawlers
Bareboat | Skippered

Real Choices.

Choose CYOA and become part of the family. We've been providing beautifully maintained yachts, personal service and sensible prices to sailors since 1980.

1-800-944-2962
info@cyoacharters.com
www.cyoacharters.com
St. Thomas USVI 00802

CYOA
YACHT CHARTERS

Tortola BVI
Belize
The Grenadines

UNIQUELY
TMM

Most charter companies offer blue water & palm trees, but it takes the personalized care of people like Marisa to make your vacation a success.

Like Marisa, everyone at TMM is committed to your complete satisfaction. Our specialized three-location operation offers large company quality with small company service. A combination that is uniquely TMM.

TMM
Yacht Charters
Since 1979

catamarans • monohulls
motor yachts
ownership programs

Marisa
TMM Belize

WORLD

day and took a few groups up for an aerial tour of the Bay. It was so incredible to see the River that we had sailed up just the day before from up in the air. We did a fly by of the fleet and some of the folks on the dock came out to wave. What a sight!

That night we did quite a bit more reveling in the downtown area — which seemed to be remarkably safe. Everyone had a great time. Because Rod lives in Petaluma he was initially skeptical about joining us on the rendezvous, but he ended up having an amazing time and thoroughly enjoyed getting to see his town from a different perspective.

The next day (Sunday), we shared some breakfast and coffee on the dock and were treated to a session of yoga on



ROD WITTEL

"Everybody say, 'Petaluma!'" Fleet members converge on the mothership, Club Nautique's 40-ft 'Cat's Aye'.

the bow of the catamaran. The session was led — appropriately enough — by Julie Lucchessi of Bow Yoga! It was a great experience to take a moment to peacefully enjoy this environment that had served as such a welcome platform for an amazing weekend.

Some boats peeled off a little early to

make the trip home, while the rest of us lingered. At 11:30 we waved farewell to the charming bridge tender, who happily opened the bridge several times for all of our departures. The return trip down the river was just as enchanting as the ride up had been, and was a relaxing end to a fabulous weekend. Once back in San

Pablo Bay there was plenty of wind for a rigorous sail home. We were back at the dock and in our cars by 7 p.m.

It was one of those magically delightful weekends where friendship and camaraderie filled the air with easy relaxation. I can't recommend Petaluma enough. It's a fabulous getaway destination that's right here in our back yard. Trust me, you'll love it!

— marianne armand

**Latitude 38's
Mexico-Only
Crew List Party
& Baja Ha-Ha
Reunion**

**Make friends and
sail to Mexico
\$7 at the door**

**Encinal Yacht Club • Alameda
Wednesday, Sept. 7 • 6-9 pm
www.latitude38.com**

**Get Baja Ha-Ha
ready with
Ullman Sails!**

**Ullman Newport Beach
714-432-1860
Ullman San Francisco
415-332-4117
Ullman Ventura
805-644-9579**

OF CHARTERING

Charter Addicts — Talk to Us!

We don't ask many favors from our readers, but this month we need a little help from our friends — namely, you.

We know many *Latitude* readers take charter trips often, both in U.S. waters and abroad. But your answers to the questions that follow will help us to write about topics that interest you most.

So **p-l-e-a-s-e** take a few minutes to fill out this form and mail it back to us. Hey, this is *interactive journalism*. Email andy@latitude38.com or mail to:

World of Chartering, Latitude 38
15 Locust Ave.
Mill Valley, CA 94941

Free Logowear: We'll put the names of all respondents in a hat and choose five winners, who will receive an item of 'official' *Latitude 38* logowear — i.e. a hat, T-shirt or tank top.

- On average, I charter in the Bay Area (average):
 - > once a month bareboat crewed yacht
 - 7-12 times a yr bareboat crewed yacht
 - 3-6 times a year bareboat crewed yacht
 - 1-2 times a year bareboat crewed yacht
 - very rarely bareboat crewed yacht
 - never bareboat crewed yacht

- I've taken charter trips away from my home waters:
 - 1-3 times bareboat crewed yacht
 - 3-5 times bareboat crewed yacht
 - 6 or more times bareboat crewed yacht

- On average, I charter away from my home waters:
 - twice a year bareboat crewed yacht
 - once a year bareboat crewed yacht
 - every other yr bareboat crewed yacht
 - every 3-5 years bareboat crewed yacht

- (A) I've chartered in the following areas:
- (B) During the next 3 years I plan to charter in:

- Did it / Plan to
- | | | | |
|--------------------------|---|-------------------------------|-----------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> Virgin Islands | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Leeward Antilles | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Windwards | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Bahamas | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Pacific NW | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Greece/Turkey | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Croatia | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Other Europe | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Tahiti | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Tonga | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Fiji | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Australia | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> New Zealand | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> New Caledonia | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Thailand | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Seychelles | <input type="checkbox"/> brbt | <input type="checkbox"/> crwd yht |
| <input type="checkbox"/> | <input type="checkbox"/> Other _____ | | |
| <input type="checkbox"/> | <input type="checkbox"/> Other _____ | | |

- I picked my charter destinations because of:
 - advertising
 - editorial mention in *Latitude 38* or other media
 - boat shows or travel expositions
 - tourism office information
 - recommendation from friends
 - advice of yacht charter broker or operator

- I've booked my charter vacations:
 - through a yacht charter broker
 - through a travel agent
 - (bareboat) direct with bareboat company
 - (crewed yacht) direct with boat owner

- I have picked companies to work with because of:
 - advertising
 - editorial mention in *Latitude 38* or other media
 - boat shows or travel expositions
 - tourism office information
 - recommendation from friends
 - advice of yacht charter broker or operator

On a separate sheet of paper, please tell us . . .

- What destinations would you like to read about in future issues of *Latitude 38*?
- What's the best thing(s) about bareboat or crewed yacht vacationing?
- What tips would you pass on to those who have not yet tried yacht charter vacationing?

Custom Canvas & Interiors



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



265-B Gate 5 Road
 Sausalito, CA 94965
 (415) 332-3339
www.gianolacanvas.com



EFFICIENT. POWERFUL.
 UNSURPASSED CUSTOMER SERVICE.

www.spectrawatermakers.com



Check out our website!

Scan with your Smart Phone



Caribbean Cruising

Darnelle Little, Travel Consultant

Local Island Knowledge, Group & Private Charters

Sailing with SF Native Capt. Mark Denebeim

20+ Years Experience

Sanctuary, an Island Spirit 37
 Four Stateroom Catamaran

www.caribbeancastaway.com

dlittle1963@yahoo.com

(916) 705-6887

CHANGES

With reports this month on boat bottom cleaning techniques in Zanzibar; from **Balena** on a singlehanded passage to the Marquesas; from **Taiga** on moving from a monohull to a cat cruising in the Bahamas; from **Kailani** on the 10,000-mile delivery of a new cruising home; from **Scarlett O'Hara** on getting ready to sail to Africa; from **Profligate** on a Baja Bash; and **Cruise Notes**.

Clean and 'Green' Bottoms Craig Anderson Zanzibar, Tanzania (Costa Mesa)

While at Zanzibar, which is mostly two Catalina-sized islands 20 miles off the East African country of Tanzania, of which Zanzibar is a semi-autonomous region, I watched the ultimate in 'green' boat bottom cleaning. Green in that the bottoms were cleaned without using any paint, let alone any biocide suspended in the paint.

The Zanzibar fishermen — there are many in a country where the average annual income is just \$250 — use recycled palm thatch to burn the algae off the bottoms of their dhows every quarter. They believe the algae to be host to worms, which if allowed to become established in the sides of their mahogany hulls, would truly create havoc. To top it off, they rub a combination of ground up animal bones and oil into the hulls.

These traditional dhows are seen everywhere along the coast of East Africa, and are still being built today. The hull planks are bent using sandbags, while the ribs come from mangrove trees that are shaped using an adz.

I was informed that 10 to 15 years is **Burn, worm baby, burn! While this time-proven bottom cleaning method may work on dhows, we don't recommend it for your Catalina 42.**

the average lifespan of a fishing dhow, after which the wood is recycled into furniture — often beds. Wherever I traveled in Kenya and Tanzania, I saw roadside carpenters producing king-size beds, often displayed in a line along roads in the manner of used cars.

Zanzibar Quiz: Who is the most famous person to have come from Zanzibar? That would be the charismatic Farrokh Bulsara — better known as Freddy Mercury, lead singer of the rock group Queen, who died of AIDS in 1991.

— craig 08/05/11

Balena — Westsail 32 Joel Kellogg Singlehanded to the Marquesas (Battle Creek, MI)

Bonjour! Singlehanded Pacific Ocean from San Francisco to the Marquesas in my twenties on my own boat. Check! I write this while at anchor at Taiohae Bay on the south side of Nuku Hiva in the Marquesas. This was a very green and lush landfall after the 33 days I spent enroute. Taiohae features steep cliffs, tall palms, warm breezes, and quite a roomy anchorage with good holding.

Upon arrival, I went ashore to try out my 'land legs'. They didn't fare so well for the first few meters. In fact, I had to hold on to a nearby tree for a bit until the land stopped 'moving' so much. I have felt a little wobbly after being at sea for long spells before, but this was by far the most difficult time I've had walking when not intoxicated. As I slowly made my way to town, a young French fellow who spoke broken English asked if I was all right. He said I appeared to be quite drunk.

The fellow helped me out by buying me a beer and introducing me to the captain of the research vessel *Tara*, on which he was serving as the cook. *Tara* apparently does plankton and coral research as they circumnavigate under sail. I was invited aboard, fed a pasta of sorts, and given a tour before rowing back out to *Balena*. Yes, on the first night after a Pacific crossing, I ate aboard another boat. Pretty funny.



TAS OF TANS



A pair of Zanzibari sailing dhows.

CRAIG ANDERSON



IN LATITUDES



In absolute terms, the just under four knots that Joel Kellogg averaged from San Francisco to the Marquesas isn't very fast. But as he found, if you do four knots day and night, it's not that long before you've covered a surprising amount of ocean and — inset — you're in French Polynesia!

the wind was — which unfortunately put me in a very uncomfortable close-hauled situation when the SE trades presented themselves. For a spell, I was looking at not even making the Marquesas, and for a day or two could only make westing — which at that point would have had me making landfall somewhere in the Line Islands. After I'd been beating for three or four days, the thought of another 15 days of doing the same was not good for onboard morale. Eventually the wind did back to the east, and I was able to pound far enough to the south to make Nuku Hiva.

During my crossing I was subjected to just about every sailing condition possible — with the exception of a real storm, which I was glad to avoid. My having not sailed *Balena* very much before taking off, the crossing turned out to be a perfect learning experience with plenty of reaching, sailing downwind in

light to heavy winds, riding out squalls, drifting — and that God-awful sailing to weather.

I was impressed with my Westsail 32, but not that impressed with the way I'd done some of the rigging. For example, it took a lot of unnecessary effort to reduce sail. It appears that there are a few things that I must change or repair due to my stupid-ass set-ups. Fortunately, nothing of importance was broken and I didn't sustain any injuries, so I think my first long passage was a success.

That is not to say I don't need to make a handful of fixes before continuing on around the island. The starboard fuel tank, for instance,

has an air leak, my charging system has become bugged, and I need to retune the standing rigging. Once those jobs are done, and I've taken on water and reprovisioned, I'll be good to continue on to Daniel's Bay to check out the ancient ruins and what is said to be the second tallest waterfall in the world.

The locals here in Nuku Hiva have been very friendly. For example, I've been told that if you admire someone's fruit tree, they will respond by overloading you with fruit. Checking into French Polynesia was painless — except that you're required to put up a \$1,400 U.S. bond. You do get your money back when you leave — in a big stack of Central Pacific Francs. The problem is that you'll be leaving the country, after which the CPFs won't do you any good. I tried to contact my bank to arrange payment of the bond, but ran out of minutes before they could clear the account for use. In the process, I learned that you can't call off Nuku Hiva without a calling card. The net result is that the French will not be receiving a bond payment from this sailor.

I have to admit that there were many moments on my crossing when I wondered what I had been thinking by undertaking such a voyage, but the first landfall has been more than I could have hoped for, and I'm very happy to have gotten underway. Communicating via with my family by SSB email made a big difference in my being able to enjoy

Joel spent a lot of time honing his nautical skills while in Alameda before leaving. It was time well spent.



CPF's.



LATITUDE/RICHARD

CHANGES

the trip. I also received weather updates from Nathan, an old shipmate of mine. Knowing that someone was watching

out for weather problems that come my way provided much relief.

I am very thankful for the opportunity I have to sail the finest cruising area in the world with a good boat at such a young age and in good health. With a whole world of exploration at my fingertips, I couldn't be happier.

Au revoir!

— joel 08/05/11

Taiga — Catana 44 Jack and Sherri Hayden Ha-Ha to Bahamas, Mono to Cat (Fairbanks, Alaska)

We are vets of the '99 Ha-Ha with what was our then new-to-us Morgan 382 *Taiga*. We bought the boat from a couple who had gone to great expense to outfit her for a Pacific cruise. But after sailing to Kauai, they hired a captain to bring her back to Port Townsend, where they put her up for sale. After buying *Taiga*, we had her trucked down to San Diego, where we got to sail her just once before the start of the Ha-Ha.

Since then, until last November — 10 years — we kept *Taiga* in the Sea of Cortez and commuter cruised. We owned a wilderness lodge in Alaska, and during the off-season of each year, meaning October through February, we'd sail the islands between La Paz and Bahia Concepcion. We based our Morgan out of La Paz the first year, but Puerto Escondido after that. She survived three hurricanes afloat while at Escondido, but we'd taken

The colorful skies were just one of the reasons that Jack and Sherri kept their boat in the Sea of Cortez for 10 years.

great pains to check out the mooring and the pennant.

We really loved our times in the Sea of Cortez, made a lot of good friends, and learned how and when to sail with the blue, fin, and humpback whales that come to the islands each January/February. On one occasion we had a fin whale calf rest in the shade of our boat, close enough for us to touch while his mom went deep.

Last November we sold the Morgan to a longtime sailing friend in Puerto Escondido and bought a used Catana 44 in Norfolk, Virginia. We were able to head south aboard our new *Taiga* on December 10, at which time the East Coast was under a prolonged cold snap that also featured strong winds and high seas at Cape Hatteras. So we were grateful to be able to take advantage of the Intracoastal Waterway that starts at Mile '0' in downtown Norfolk right after you pass America's biggest naval base.

We thought the ICW was totally cool! The northernmost section, which had been surveyed by George Washington, passes through the Great Dismal Swamp into North Carolina. There wasn't much traffic at that time of year, so we were able to find anchorages in places that normally would be crowded.

Much of the waterway passes through really wild country, and we enjoyed the lovely small towns. But it was COLD! We stopped at several marinas that had no water at the docks because the pipes had frozen. We spent Christmas in Hilton Head, South Carolina, where the dock water was frozen. In fact, it snowed on us on Christmas Day. Our daughter Katie, who had flown down from Fairbanks, Alaska, thought it was hilarious.

Taiga's mast is 64 feet tall, so several times we had to wait for the tide to drop in order to slip beneath some of the bridges on the ICW. Even so, we tickled the VHF antenna on the bottom of some of the girders of the bridges.

We didn't get our first warm day until we made it all the way down to St. Augustine, Florida, which is mile 776 on the Waterway. But what a fabulous town — the oldest in North America, with the oldest fort! — that is for sailors. We took a city mooring for \$10/night, and dinked in to celebrate Katie's 21st. The town is tourist-friendly, and has lots of great restaurants and bars with live music in buildings dating from



the 1700s and 1800s. We loved St. Augustine so much that we made a point to stop off there on our way back north.

Crossing the river bars into and out of the Atlantic can be a challenge. In fact, we made two different entrances riding breaking waves. But with a cat, they proved to be a piece of cake.

Our trip to the Exumas kicked off from Ft. Lauderdale, after we had waited a week for fair wind to cross the Gulf Stream. We departed for Bimini, the closest island to the Florida coast, on a dying north wind that was forecast to go west, then southwest, something that would have been contrary to the normal clocking pattern. Sure enough, that didn't happen. By the time we entered the main current of the Gulf Stream about 10 miles offshore, conditions were ugly with the wind against the current, resulting in a sea state similar to when a Norther blows in the Sea of Cortez. We'd never sailed on a cat before we bought *Taiga*,

BALENA



That 'making land-fall' look.

LATTITUDE/RICHARD



IN LATITUDES



ALL PHOTOS LATITUDE/NICK

flash by.

The next morning, we headed directly across the northeast Tongue of the Ocean, which is very deep, to the Exumas Bank, and anchored at West Bay, New Providence Island, our first stop in the Exumas. It's not recommended by the cruising guides, but we found a great anchorage surrounded by lovely beachfront homes. While there, we connected to an unencrypted WiFi link, and thus got the news of the birth of our first grandson in Saipan. He'd been born during the previous night's spinnaker run!

From there, we motorsailed upwind into the prevailing easterlies to Highbourne Cay, where we snorkeled with Caribbean reef sharks, barracuda and lots of colorful reef fish. Nearby Alan's Cay is home to pink-skinned iguanas that are pretty aggressive about wanting a handout — because cruise ships bring passengers ashore with heads of lettuce to feed them.

From Highbourne Cay, we slowly worked our way southeast down the cays, taking advantage of favorable winds and skipping the more crowded anchorages for solitude. With the boards up, our Catana draws 42 inches at the rudders, so we were able to work our way into some great spots that other boats had to bypass. And as you can observe anywhere, the majority of mariners congregate in the marinas or in nearby protected anchorages, so in spite of the considerable number of boats in the Bahamas in the winter, we still had lots of opportunities to visit uncrowded places.

Jack, wearing his '99 Ha-Ha t-shirt, and Sherri, on the beach in the Exumas, which couldn't be more different than the Sea.



TAIGA

Coming into Highbourne Cay's shallow water.

When it comes to the shallow waters of the Bahamas, cats such as the Catana 44 'Taiga', which only draw 42 inches with the boards up, are far less prone to being lost on reefs than are large ships. The Catana 42/44/48/55 series is from the '90s, but they were well-built and are capable.

so we were surprised by the lively ride that resulted when six-foot beam seas hit the hulls in succession. The wave period was perfect to put one hull on the crest of a wave just as the other was in the trough. We had to really hang on!

The wind finally backed about two hours out, so the waves abated considerably. We made the 44-mile crossing in about 6 hours, which isn't a great VMG, but we had a 5-knot current to cross, so boat speed was about 8 knots.

The Exuma Cays are the part of the Bahamas that are south of the Abacos and Nassau. From Bimini, we sailed 78 miles ESE dead downwind under spinnaker across the Great Bahama Bank. What a gas that was on a cat, as it's so easy to set and douse a chute on the expansive foredeck with our 'Otto' driving the boat. Before we set the chute, we

put two reefs in the main to support the mast from aft — then let her rip!

We left Bimini about noon, and sailed on into the dark, then directly into a rising full moon. The wind varied by maybe a couple of knots at around 16 to 18 knots, during which time we made 10 to 12 knots with the boards up. Around midnight the wind dropped off, so we sailed off the rhumbline a bit, and dropped the hook in 12 feet of water — which is the average depth all the way across the bank. After years of sailing in deep water, it felt pretty creepy to be skimming over the bottom hour after hour. But it didn't take us long to discover the joys of lying face down on the tramp, looking for conch and seeing the rays and fish



TAIGA

CHANGES

And it's at the out-of-the-way places that you meet the more adventuresome sailors, isn't it? And they love to share their own secret places with like-minded sailors.

Because of time constraints, we turned back for Florida from just north of Georgetown. Next winter we plan to head down quickly to where we left off, and gunkhole our way further south to Long Island, then up the eastern side of Exuma Sound to Cat Island, Eleuthera, and the smaller islands, before jumping off from Spanish Wells for the return to Florida next March.

All the GPS charting programs have waypoints for safe passages in these shallow waters, and many sailors follow the straight lines so religiously that they will pass each other by mere feet rather than veer off course even a little. It can lead to some interesting VHF exchanges. We used the waypoints as turning points, but usually sailed off the rhumbline to get better wind angles. We also saw four sailboats go aground together coming into Bimini because they ignored the floating channel markers. Even though their GPS course took them through three-foot breaking waves onto a sandbar that had drifted from its previous position, they weren't going to change course. They were eventually pulled off by locals in runabouts, who were happy for the business. So much for blindly following the electronic wizard.

In the shallow waters of the Bahamas, it's not at all uncommon to see boats — particularly deeper draft boats — aground.



It turns out that the Exumas have pretty good sunsets, too.



We'll report on our return trip to Florida in the next issue.

— jack & sherri 08/04/11

Kailani — Deerfoot 63 Harley, Jennifer and Sophia Earl The 10,000-mile Delivery (Sausalito)

Just before noon on June 30, after nine months and 9,974 miles enroute from Marmaris, Turkey, our new-to-us *Kailani* sailed through the Golden Gate to her new home at Paradise Cay in Tiburon. There were five legs to the delivery: Turkey to Palma de Mallorca; Mallorca to St. Lucia in the Eastern Caribbean, a trip that because of extremely light winds saw us nearly run out of provisions on the 26th day; St. Lucia to Panama. Panama to Cabo; and Cabo to San Francisco.

The last leg of the delivery was halted at Half Moon Bay so that many of the 13 crew who had helped bring *Kailani* to her new home could enjoy the last few miles to the Gate and into the Bay. As had been the case for the bash up from Cabo to San Diego, and the leg north from San Diego, the weather was benign to the last. In fact, we saw no breeze on that last day until it freshened just a quarter of a mile west of the bridge, at which point we reached into the Bay under plain sail on the last of the flood.

Why buy a boat that was 10,000 miles away? We knew we wanted a Dashew design, and there just weren't that many of the older — and therefore less expensive — Deerfoots around. The one in Turkey happened to have the three-cabin layout that was important to us. We also liked the fact that she'd been built by Salt-house Boatbuilders in New Zealand of fiberglass rather than aluminum. If we had to do it over again, there's a good chance we might compromise on some of the things we wanted, buy a boat closer to home, and maybe have a yard do a few modifications.

People ask us how the Deerfoot compares with the Hans Christian 41 *Manu Kai* on which my wife Jennifer and I did a circumnavigation from '03-'06. My analogy is that it's like comparing a Porsche SUV with a Volkswagen SUV. *Kailani* is quite a bit longer, of course, and because her original Great Lakes owner wanted her to be faster than her sisterships, she has several more feet on the



keel and seven more feet on the mast. Naturally, she's bigger inside, but probably not as much as most people think, as Dashew boats always have a lot of storage space forward and aft.

Jennifer and I, along with our three-year-old Sophia, have subsequently been converting *Kailani* from a vessel being delivered to our new home. This has involved lots of cleaning, sorting and re-stowing, and sprucing up below.

In May of next year, I'll be sailing *Kailani* off to the South Pacific under charter to Manu Kai Ocean Adventures. Once I'm there, Jennifer and Sophia will join me for some South Pacific family cruising before chartering again to MKOA for the leg to New Zealand in November. Our charter guests will be gap year students, people looking for offshore miles, and other adventurers. After waiting out the cyclone season, *Kailani* will make her way back up to the Bay Area in time for the America's Cup on San Francisco Bay in the summer of '13.

IN LATITUDES



PHOTOS COURTESY KAILANI & LATITUDE

Spread; 'Kailani' in the Caribbean. Inset left; As seen from 'the top'. Inset right; The Earls are almost swallowed up in the spacious interior.

After '13, our cruising will be all about the education of our daughter. The kids Jennifer and I met while we were circumnavigating were so clear-eyed, bright, and mature, and each one of them could contribute to a conversation with adults around a table. That so impressed us, as well as how well they placed when they re-entered their respective school systems, that we're going to cruise our boat according to Sophia's education.

— harley 08/10/11

Scarlett O'Hara - Serendipity 43 John and Renee Prentice Down to One Option (San Diego)

Everything has changed for potential circumnavigators who are here in Southeast Asia following the murders of Scott and Jean Adam of the Marina del Rey-based Davidson 58 *Quest* and their

Seattle crew Robert Riggle and Phyllis Macay earlier this year by Somali pirates. The pirate situation remains very bad in the Arabian Sea, so *no* boats plan on going up the Red Sea to the Med at this time. That leaves only one route west, which is around South Africa.

This means that the next leg of our trip will be huge. Right now we're at Rebak Marina in Malaysia, but plan to sail a couple of hundred miles back up to Thailand for the fall and winter season. After returning to Langkawi in February to provision for the big trip across the Indian Ocean, we'll set sail for South Africa via Sumatra, Sri Lanka, the Maldives, the Chagos Archipelago, Mauritius, and Reunion, hopefully arriving at Richard's Bay, South Africa, in October. The plan is to round the Cape of Good Hope by January of '13, and head to the Caribbean.

Rebak Marina has turned out to be a good place to complete repairs before heading

off again. The rigging is now fixed, with new stainless steel turnbuckles. The deck is better after our having drilled 25 holes in it, filling the holes with epoxy and fiberglass, then repainting it. We've also chased down the inside leak, and have repainted the ceiling panels and varnished the interior trim.

In the middle of all this work, we made a 'visa run' to Singapore, as we must leave Malaysia every 90 days to get new visas. We needed to get our EPIRB fitted with a new 5-year battery, so we had to travel by land, as you are not allowed to fly with EPIRBs. It was quite the adventure, as we took a ferry from Rebak to Langkawi, a cab to the ferry terminal in Kuah town, then a ferry across the channel to mainland Malaysia. After eating at Kentucky Fried Chicken, we boarded an overnight bus from Kuala Perlis to Johor Bahru, the second largest city in Malaysia. Fortunately, it was a very nice bus with large reclining seats, and only six of the 24 seats were occupied.

Johor is home to Danga Bay Marina, so we stopped in for a few days to see our good friends and vets of the '04 Ha-Ha, Jerry and Kathy McGraw of the Newport Beach-based Peterson 44 *Po'oino* Roa. Then it was off to Singapore, which is only about a mile across the causeway from Johor. The process of checking out of Malaysia, getting onto a bus to the Singapore side, then checking into Singapore, and getting back on the bus to the MRT subway that took us 20 miles to town, took only 90 minutes. We luckily

For cruisers who have been kicking around the Third World countries of Southeast Asia and want a change, Singapore is total First World.



It's wise to replace turnbuckles in a timely fashion.

SCARLETT O'HARA



SINGAPORE SLIM

CHANGES

found the company to do our EPIRB battery fairly easily, despite the weird way buildings are numbered in Singapore.

We then spent two days in Singapore. Having been there once before, we made reservations at a new hotel near the shops we hoped to visit. The

hotel was located on the MRT line, so travel around Singapore was exceptionally easy for us. We can't say enough good things about the MRT and Singapore, which is the cleanest big city we've ever visited, and which seems incredibly safe. They do have strict laws governing everything

The sparkling MRT.

from spitting on the sidewalk to drugs. You really don't want to do these things in Singapore.

We visited the tourist area of Clark Quay the first evening, and had some wonderful Mexican food while sitting at a fantastic riverside table. It was a marvelous setting. We spent the next day wandering the city searching for hard-to-find items such as DVD cables, batteries, good crackers and such. Then we took the monorail to Sentosa Island, where Universal Studios is located, along with some good restaurants, shops and beaches. We were so wiped out that we didn't make it to the night zoo, so we reversed our path back to Rebak — and back to boat projects.

— renee and john

Profligate — Surfin' 63 The Wanderer And De Mallorca

Rebak Resort Marina is both well run and well-protected, making it one of the most popular marinas in Southeast Asia.



SINGAPORE SAM

The Baja Bash (Tiburón)

We're not gentlemen — and we can prove it. For the second time in three years, we've just completed a 1,000-mile Baja Bash — because we started in Puerto Vallarta. And as everybody knows, gentlemen don't bash to weather.

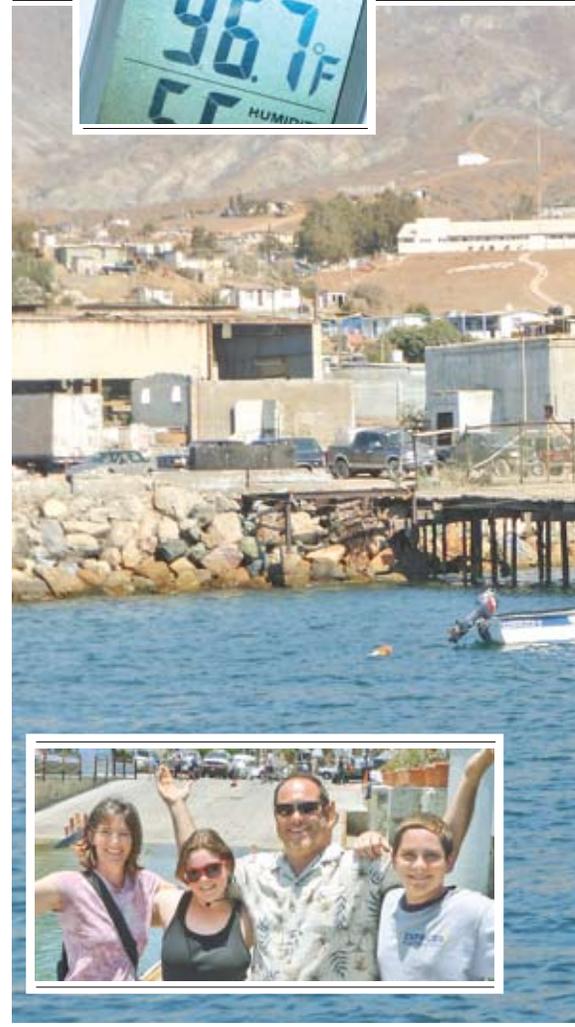
It being so late in the season, we figured that all we had to do was avoid the hurricanes — *Dora* and *Eugene* were never serious threats — and we'd be able to finish the Bash in six days of mellow weather. Ha!

Based on GRIB files, it looked as though we'd start with an easy 275-mile putt up to Cabo San Lucas. Unfortunately, GRIB files don't forecast the flu. Less than 12 hours into the crossing, we got the dry heaves, and for the next 18 hours tried to puke out stuff that just wasn't there.

We recovered about 40 miles southeast of Cabo, just in time to get walloped by winds to 35 knots which the forecasts had somehow missed. Commander's Weather later told us that it had been due to massive thunderstorms moving up the Sea of Cortez to Arizona, creating a greater than normal pressure disparity between the Pacific and the Sea. All we can say is that if you're going to get 'fire hosed' with spray every 30 seconds in the middle of the night, it's nice when that spray is 80 degrees.

When we finally dropped the hook off Mango's, it was 3 a.m., quiet as a mouse, and calm so close to shore. The quiet was broken shortly after dawn — and until late in the afternoon — by fishing boats, an astonishing onslaught of recklessly operated Jet Skis, and the DJs at the various beach bars hollering "Who wants to win a free round of shots?" When we first sailed to Cabo in '77, there was just a bus stop and a tent on the main beach. It's not like that anymore.

Licking our wounds for the next 36 hours, we were surprised to find ourselves actually liking Cabo a bit. We walked to the TelCel office and got a new data card to go with our new Mac Pro. We checked how significantly lower the price of Delo 300 oil is the farther you get from the marina chandlery. Then, on the 'wrong' side of Camino Lazaro Cardenas, we found a friendly place that served delicious food at local prices. We also bumped into the Boren family of the Port San



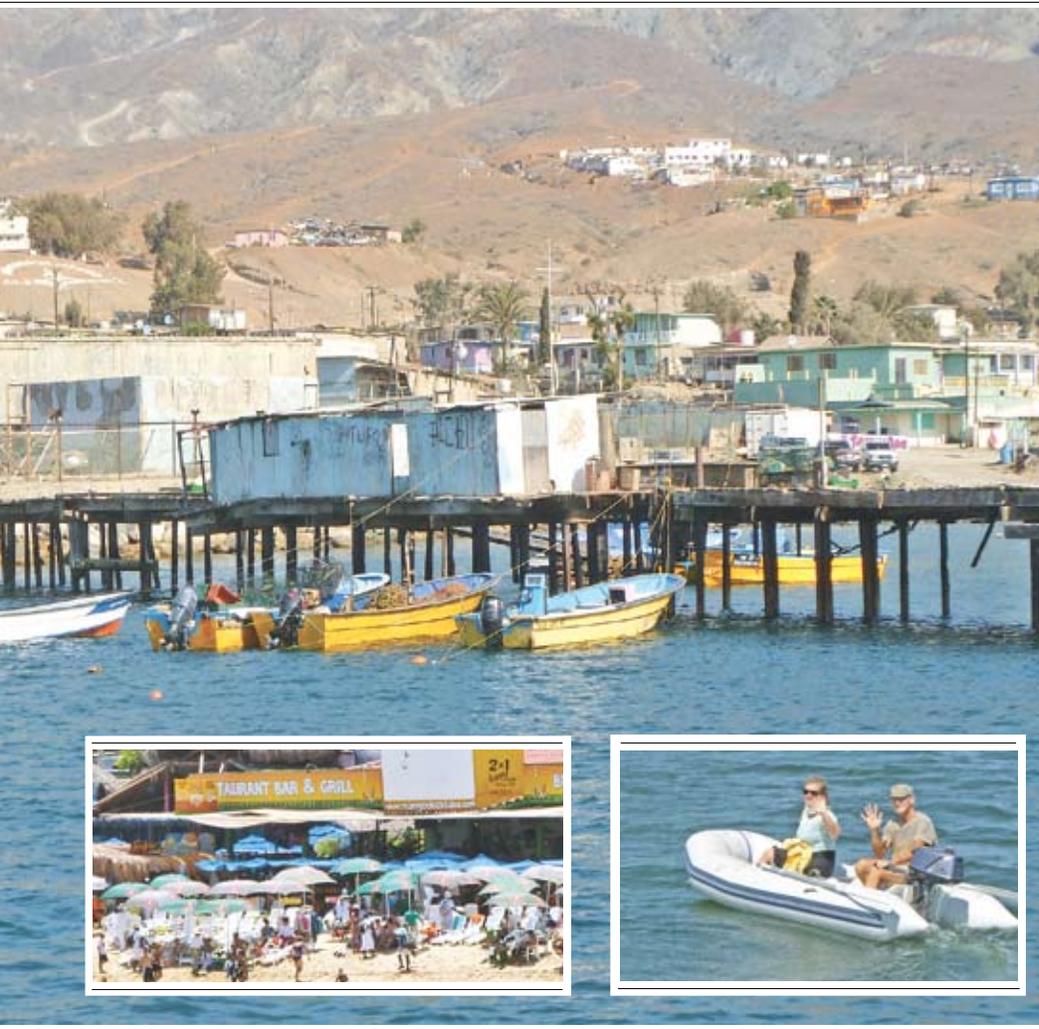
Luis-based Hudson 51 ketch *Third Day*. Parents Rich and Laurie had previously thought that after three years in Mexico, they'd finally return to the States this summer with son Jason and daughter Amy. But the more they thought about it, the less attractive the idea sounded. So they had driven down from their boat in La Paz to get their visas renewed in Cabo.

What we enjoyed most of all was just sitting on the boat and enjoying — after all the Jet Ski people had gone back to their rooms — the beautiful setting in Bahia Cabo San Lucas. It's a little harder to appreciate these days, with all the development, but Cabo still has a little natural magic. The wonder of it all was the tremendous variety to be found in the 30+ fleet of sunset cruise boats that took to the water each night.

We take that back. The real wonder of it all was the bit of ersatz Americana we saw when we swam to shore to enjoy a sundowner. Mango's just happened to be having a wet t-shirt contest when we

IN LATITUDES

ALL PHOTOS LATITUDE/RICHARD



Spread; The Cedros Village harbor. Insets from lower right; Friends Joe and Christie of 'Nordica'. Booze, boobs and Jet Skis — Mexico knows what Americans love. The Borens — who had the good sense to stay in Mexico for another year. Cabo was 96° — a respectable summer temperature.

arrived. We need not have worried that they wouldn't be able to find any willing contestants on a Tuesday afternoon, because driven by either a powerful need for attention or the \$100 first prize, there wasn't a shortage.

Indeed, two of the entrants were vivacious, sophisticated, tat-free sisters in their early 20s from Southern California. Although both the girls were rather flat-chested for such a competition, they were both very attractive and in terrific shape. They knew they were hot, but they were very good-natured about it. Weirdly, their titillating the horn-dog crowd was enthusiastically cheered on by dad and mom — the latter thankfully turning down the daughters' request that she join them in the competition — and a perplexed looking 10-year-old brother. The 18-year-old brother didn't have time to cheer, because his sisters had demanded that he be drafted for the job

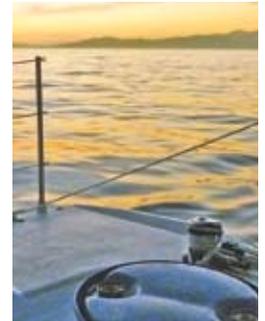
of wetting their boobs and those of the other contestants.

It was a spirited competition, as the younger sis tried to outdo her older sibling by prancing all about, flashing the crowd, and repeatedly engaging in lesbo kissing bouts with a fellow competitor from Calgary. As bewitching as the younger sister was, she started her 30-second act by running across the stage and executing a perfect handstand flip right onto the lap of the judge! Eat your heart out Mary Lou Retton. But nobody was swayed, and the more sophisticated — but still very naughty — older sis was awarded the \$100. The entire family seemed delighted with the outcome.

That was about all we could take of American-style family togetherness in Cabo, so we took off at dawn

the next morning. We got hammered by winds close to 30 knots rounding Falso, but as often happens, conditions melted 10 miles up the coast.

Not caring what the GRIB files had forecast, that night the wind and seas decided to act up near Tosca. We briefly thought about anchoring under the Tosca Light, but it was a black night, and neither the Tosca Light nor our depthsounder was working. Then, too, we remembered being anchored in



At least it was calm while motoring past Turtle Bay.

Cabo years ago when the Kiwi delivery crew on the C&C 61 *Triumph* anchored at Tosca one night — and ended up on the beach the next morning. Our solution was to just put the donks in neutral and drift. We drifted to leeward at an alarming four knots until we put the helm hard over, reducing the speed of the drift by 50%. After we'd power napped for about two hours, the wind and seas backed off, and we motored into Bahia Santa Maria at about noon the next day.

We spent 36 hours at BSM, which seemed oddly vacant without the 150 or so Ha-Ha boats we normally see there. During our stay, Joe and Christie Hague of the Ventura-based Aleutian 51 *Nordica*, also sitting out weather, came over for an afternoon of socializing. What great folks! They told about leaving their boat unattended on the hook in Zihua, then renting cars to drive down to Huatulco and inland to Patzcuaro — and loving it. They'd had the boat hauled in Puerto Escondido, Baja, and originally intended to leave her there for the summer. After a change in plans, they called Elvin at PEMS, got him to shuffle a few boats in

Friendly Cedros Village Port Captain Isaac Lopez, here on the dock with Dona de Mallorca, encourages cruisers to stop at his port.



LATITUDE/RICHARD

CHANGES

the crowded yard, prep the bottom, and launch *Nordica* on short notice.

It turns out that Christie was being a bit of a naughty nurse. She'd just had neck surgery and wasn't supposed to subject her neck to any banging around. Not that there would be any of that on a Baja Bash. We enjoyed meeting Joe and Christie, and looked forward to



The very helpful Hilda Moreno of Marina Coral.

having dinner with them up at Turtle Bay. Alas, we were doing nine knots past Turtle Bay at sunrise a couple of days later, so there was no way we were going to stop.

Knowing that Cedros Village on Cedros Island was a port of entry, we figured it could be

— despite what the cruising guides said — a port of exit too. So we pulled in and hailed the port captain on the radio. A short time later, the Isaac Lopez, the friendly port captain, pulled up in a truck. De Mallorca leaped off the bow of the cat onto the cement dock, and away they went.

As the clearing out process continued in his office, Lopez told de Mallorca that he is disappointed that some cruisers feel they aren't welcome at Cedros Village, and that some are under the impression that Cedros is somehow dangerous. Lopez said neither of those things is true, and that he hopes that many cruisers will stop at Cedros Village. In fact, he said that if he were given two week's notice, he could have plenty of clean diesel available. The little harbor at Cedros offers great protection.

Rather than anchoring, we motored '*Profligate*' at the Marina Coral fuel dock. Too bad it hadn't been this calm 30 miles south the night before.

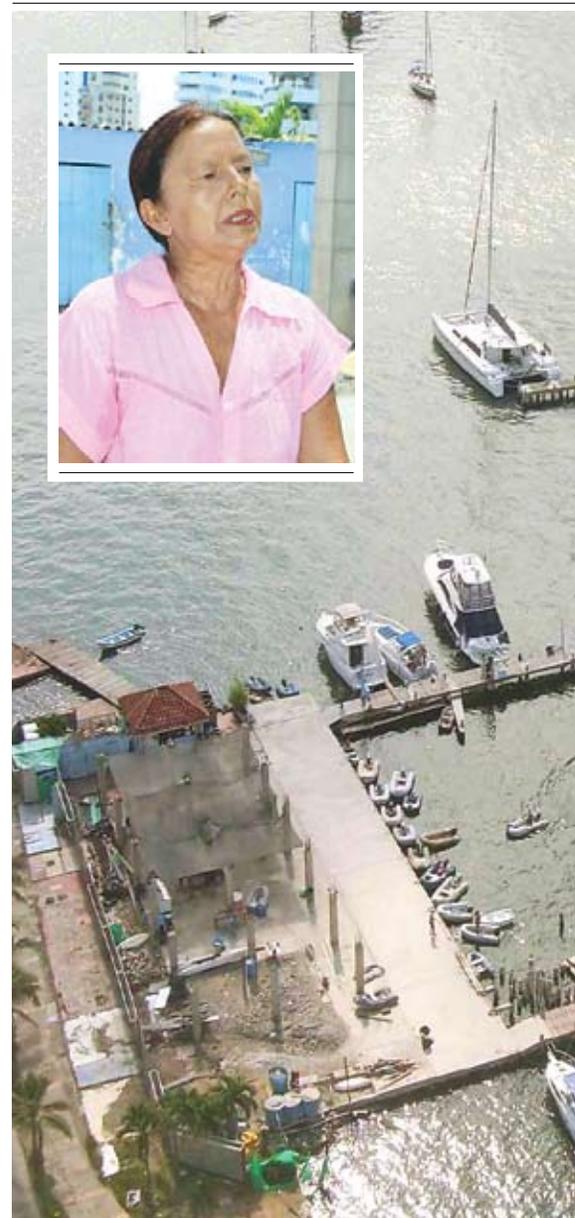
in circles for about half an hour as Capt Mallorca took care of the paperwork. Before long, a family of about six appeared on the dock waving their arms. They'd come down because it appeared as though we might need help, and they wanted to do what they could. How very Mexican of them! It turns out they were from the San Fernando Valley, and were down at Cedros on a two-week vacation. "We love it here," said Carlos, "as the people and fishing are great. We just catch the plane from Ensenada."

With the weather looking good, and the port captain confirming that it was a propitious time to go north, we pushed on. Nonetheless, that night we got the slam-bams again, and had to go way out of our way to give Sacramento Reef a wide berth in the dark. A little beat up by the time the sun had come up and the winds eased, we and de Mallorca discussed which of the several upcoming anchorages we'd stop at. But every time we came to an anchorage, we'd just keep going. It's hard to stop the 'mo'.

The last anchorage was Colnett, and skipping it too turned out not to be the best idea, because six hours later we were getting lambasted by strong winds and some of the sloppiest seas we've seen this side of the Potato Patch. It was a frothy cauldron. Ironically, *Profligate* seemed aloof to the conditions, handling them with much more aplomb than she does the smaller but more rhythmic stuff. Oddly enough, after the wind increased from about 25 to 30 knots or more, the seas became flatter. It must of had something to do with the current and then the lack of it. Once again the autopilot couldn't keep the boat on course with both daggerboards up, so we had to drive from outside again. Fortunately, it wasn't a cold night.

In the wee hours we pulled into Ensenada's Marina Coral, where Marina Manager Hilda Moreno had her night guard ready with a flashing light to guide us in to the fuel dock. Ms. Moreno runs a very friendly and efficient operation, and the diesel was only \$3.40 a gallon. We can see ourselves stopping there again.

The following afternoon we checked in at the Police Dock in San Diego, then proceeded to our summer base at Driscoll's Boatyard on Shelter Island, where we have many good friends and the action never stops.



De Mallorca seemed embarrassed by the fact that we'd taken 10 days to complete the 1,000-mile Bash from P.V. What's more, she seemed to think the Wanderer, of all people, was to blame. "I've done about 12 of these Bashes with *Profligate*, and this one was the slowest yet," she grouched. "If I'd had my regular crew, we never would have stopped."

Well, bully for her. If it had been up to us, and we hadn't had deadlines, we would have gladly taken a month to do the Bash. So much nature, so few people — who could ask for more?

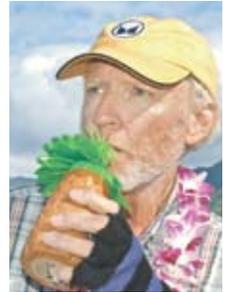
After just a couple of days of the hub-bub of the States, and getting to visit with our kids, we started missing Mexico. Badly. Fortunately, we had something to console us — it was less than three



IN LATITUDES



BOTH PHOTOS COURTESY CLUB NAUTICO



Burns, after last year's Singlehanded TransPac.

the 30 or so boats that are still docked there. Longtime Dockmaster John Halley has moved on, leaving Candelaria's son to run what's left of the operation. The street view of the future of the club is that both the township and Candelaria have lawyered up, and therefore 'justice' will be served after the standard five-year delay in the courts. Make that 'Creole-style justice', the main tenet of which is "them that got are them that get."

"The 'smart money' view," continues Burns, "is that since the Club never owned property or right-of-way to the bay, it was essentially a squatter operation subject to whatever concession the township was willing to grant. And I know for a fact that Cartagena is cracking down on squatters. Two other nearby sites for competing 'yacht clubs' are in planning stages, undoubtedly with a vested interest in eliminating budget-cruiser competition such as Club Nautico. In other news, Cartagena is expanding prodigiously, with exploding private vehicle ownership, which has resulted in jammed roads. Nonetheless, the historic city retains its charm, friendly and engaging natives, great beer, and terrific restaurants galore."

"As for ourselves, after a long time without a boat, we purchased the Catalina 309 *Southernaire*, which took me to Hanalei Bay in the '10 Singlehanded TransPac."

So for all intents and purposes, no more Club Nautico. No more **Panama Canal YC**. No more **Pedro Miguel Boat Club**. And no more **Balboa YC** — at least

Andrea, Sam and Alicia Burns' daughter, plays with some relatives on the beach in Cartagena, Colombia, once home to Club Nautico.

Spread; Club Nautico in Cartagena, with former clubhouse site in the lower left. Inset; Candelaria Trucco — owner or squatter?

months to the start of Ha-Ha XVIII. We can't wait to be heading back south, and hope that you'll be joining us at the starting line of the 'Barely Legal' Ha-Ha.

— latitude/rs 09/07/11

Cruise Notes:

"The famous **Club Nautico de Manga** of Cartagena, Colombia, is no more," reports Sam Burns of San Jose-based Catalina 380 **Southernaire**, who was recently there for three weeks with his Colombian wife Alicia and their daughter Andrea. Burns first arrived in Cartagena in '93 aboard his Irwin 30 **Grasshopper**. He met Alicia while there, and the two

of them went into the baby products — Snuggli-type carriers, baby gates, Lego-type toys — business in Colombia and Venezuela. After Andrea was born in '99, they moved to the Bay Area and went boatless.

"After the Club Nautico clubhouse was leveled, only the docks and the Capitania office remain," continues Burns. "That means the few anchor-outs who remain have no restrooms, shower, laundry, or other facilities, so they are uniformly unhappy. Despite the lack of facilities, Club Nautico owner Candelaria Trucco still collects dock fees — typically \$40/week — from



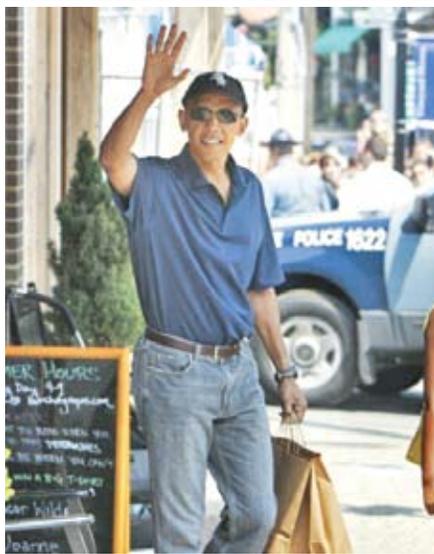
SOUTHERNAIRE

CHANGES

such as it was in its glory days. Things sure have changed in that part of the cruising world, and in our opinion, not for the better.

Greg and Debbie Dorland have been cruising the East Coast of the United States aboard their Tahoe-based Catana 52 **Escapade**, and have found the Northeast to be more to their liking than the Chesapeake. "Newport has been a gas!" Greg says. "We arrived just in time to see the start of the TransAtlantic Race, and can't believe the number of spectacular boats that pass by, or the number of bars on the more-than-250-year-old Bannister's Wharf. But we're now here at Martha's Vineyard, where President Obama is expected to arrive at any minute. We haven't yet received our invitation to join him and his family at their vacation compound, but it should come any time."

The Northeast, of course, doesn't have reliably fine weather. While at Provincetown, for example, the Dorlands rode out 30- to 35-knot winds on the hook. "It was so rough that we had to stay on the boat and watch a movie and the dog



SECRET SERVICE

"Yo!" the casually dressed President called out to Greg and Debbie at the Vineyard. "Swing by if you get some time, we're here all week."

had to pee on the last transom step. In addition to periodic rain, we gave up on going to Maine because everyone said it was too cold. As much as we like the Northeast, we'd rather be back in the

Caribbean and warm — which is where we're headed next."

There's sad news out of Palmerston Atoll in the Cook Islands, as American's Frank and Gail — last name unknown — lost their 42-ft sloop **Riri** — type of boat and hailing port unknown — on a reef after the loop on the mooring she'd been secured to apparently failed. The locals, who were said to have just checked all the moorings, are reported to be almost as devastated as Frank and Gail. We hope to get more factual information on this unfortunate incident for the next issue of *Latitude*.

We're not talking about the fact that **Lady Gaga** just spent a couple of days surfing at Punta Mita, the same place where Kim Kardashian and her new hubby Kris Humphries famously frolicked on the beach, or where surfing legend Gerry Lopez periodically gives yoga and surfing instruction. No, we're talking about the sailing and sailing-related excitement that's brewing on Banderas Bay. For instance, the sailing portion of the 28-nation **Pan American Games** will

OPEQUIMAR

MARINE CENTER CENTRO MARINO

Our Experience Makes the Difference



High velocity pump fuel dock, 46 gals./min. • Travelift: 88 tons, 100' length, 23' beam
 Dry storage for vessels up to 300' • VHF radio ch. 68 • 24-hour security • Dock rentals
 Sales & rent of used & new boats • Full service boatyard • Do-it-yourselfers welcome

The Most Complete Marine Center Open 365 Days

Puerto Vallarta, Jal. Mexico / Tel: (322) 221-1800

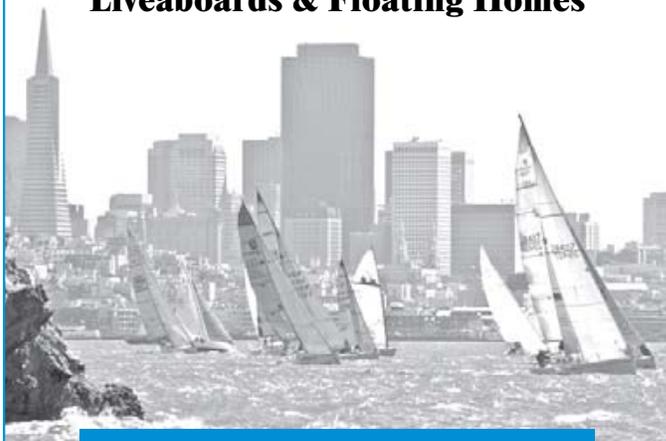
www.opequimar.com / info@opequimar.com

McGinnis Insurance

Since 1972

Agreed Value Yacht & Boat Policies

Offshore, Coastal, Inland,
Liveboards & Floating Homes



Year Round Mexico Available

Call us at: **800-486-4008**

mcginnisins@aol.com ✠ License #0570469

be based out of the Vallarta YC at **Paradise Beach Resort & Marina** in Nuevo Vallarta October 10-24. You can't have games such as these without a torch, and late on the afternoon of October 7, two of the people who will be bearing the torch will be Graziano, the brilliant developer and hands-on manager of the Resort, and Harbormaster Dick Markie. Oufitted in a Pan American Games track shirt and shorts, Graziano will run with the torch from the resort's amphitheater, through the lobby of the hotel, and out to the pyramid at the entrance. The torch will then be passed on to Markie, who will take it from there to the bridge near the entrance to the oceanfront peninsula, where he will pass it along to someone else. If you're in the area, you won't want to miss it.

After passing the torch, workaholic Graziano will no doubt rush back to work, as one of his newest buildings will soon become home to *both* the **San Javier Centro Medico Turistico**, which is a branch of one of the most prestigious teaching hospitals in Mex-

ico, and a **casino**. The hospital will specialize in tourist medicine — meaning things like hip and knee replacements, and various nips and tucks — while the 22,000-sq.-ft. casino will specialize in fun and games. Markie categorically denies rumors that some slot machines will pay off in various medical procedures, such as three cherries winning a boob job. In addition to the hospital and casino, Graziano is opening up another large housing development, digging six new wells, and building a state-of-the-art sewage treatment plant. He's also bought Markie a big dredge with a 10-inch suction pipe, all the better to keep the channel into Nuevo Vallarta deeper and clearer than ever.

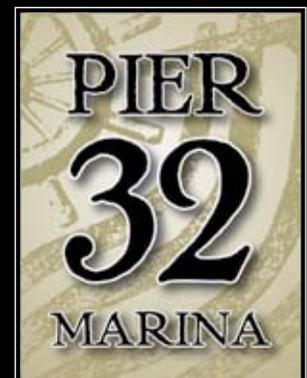


PARADISE BEACH RESTORT

The main part of the marina at Paradise Marina. The channel to the bay is in the lower left, and the beach is only 200 yards away. Sweet.

Speaking of hospitals, Laurie Ailworth of the Vallarta YC and others were recently given a tour of the new **Mari-Med Hospital** that's opened up near Marina Vallarta. Ailworth and others say they were blown away by the state-of-the-art equipment at the new facility, and the fact that patients can reserve the spec-

**BAJA HA-HA
BOAT SLIPS
SAIL FISH
RESORT
LIVE ABOARD
VACATION
EAT SWIM
PLAY RELAX**



www.pier32marina.com
3201 Marina Way
National City, CA 91950

In San Diego Bay

619-477-3232

Baja Ha-Ha

Special

\$1.00 per ft / day

CHANGES

tacular Presidential Suite for little more than what it would cost them to sit on a broken chair for several hours waiting to see a doctor in the emergency room at S.F. General.

Given the state of the world economy, it's hard to believe that more resorts and condos are still being built on the north shore of Banderas Bay, and that more Americans and Mexicans — including many professionals from Guadalajara — are moving full-time to the still relatively small village of **La Cruz de Huanacastle**. But it's true. Indeed, ground has just been broken on a new four-lane road from La Cruz to Punta Mita, all the better for the Lady Gagas and Kims to get to their places at the tip of the bay. As for La Cruz, home to the **Marina Riviera Nayarit**, it will no doubt be repainted again just before March's **Copa de Mexico** sailing regatta, as that is slated to be the last big bash of the six-year term of Mexican President Felipe Calderon — who loves sailing. The Copa will coincide with the finish of the San Diego to Puerto Vallarta Race, the MEXORC, and the Banderas Bay Regatta. Big money will be spent, so if you're in the area, you might want to



LATITUDE / NICK

'Rotkat', Arjan Bok's self-built San Francisco-based Lidgard 43, thrives on Banderas Bay, home to Mexico's finest sailing conditions.

be part of the fun.

In addition, Pedro Fernandez de Valle, one of the owners of the Marina Riviera Nayarit, has promised not only a pool by the ocean before the start of the cruising

season in November, but a big **'Cruise to La Cruz'** event to attract this year's cruisers to Banderas Bay in time for late November's **Banderas Bay Blast, Pirates for Pupils Spinnaker Run for Charity**, and the Vallarta YC's big **Chili Cook-Off for Charity**. All these events take place between November 29 and December 3. It's after the water has usually cooled in the Sea, so we hope to see you all there.

Ha-Ha and Mexico-bound folks take note! Up until August 1, mariners had been able to tie boats up at the **San Diego Police Dock** for \$10.50/night for the first five days, then \$21/night for the second five days. Electricity, water and a basic bathroom/shower facility were included, so it was a good deal. But now it's now 75 cents/ft/night. For those of you who weren't math majors, that would be \$37.50 for a 50-ft boat, \$30 for a 40-ft boat, and \$22.50 for a 30-ft boat. Boats can now stay for 15 days at the same rate in any 40-day period. The bad news is that these rates are only in effect until February 1 of next year, at which time they will go up to \$1/ft/night. Does

Your secret paradise...

30% DISCOUNT AFTER SECOND DAY*

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, Marina Puesta del Sol is your premier cruising destination in Central America.

- ◆ 140 foot fuel dock - diesel-gasoline
- ◆ Well marked channel entrance
- ◆ 40 slips with water, and power
- ◆ Two pools, oceanside and marina
- ◆ Tennis, surfing, fishing, horseback
- ◆ Onsite Immigration & Customs
- ◆ Full service restaurant and bar
- ◆ 24 hour security patrol
- ◆ Yacht club with showers and laundry
- ◆ Cable TV and wifi internet

Marina Puesta del Sol
RESORT

* 30% discount applies to slip fees

Aserradores, Nicaragua ◆ 011 (from US and Canada) 505-8880-0019
info@marinaps.com ◆ www.marinapuestadelosol.com ◆ USA 408-588-0017

Let Hydrovane sail you home safely.

▲ Polar circumnavigator Adrian Flanagan.

YACHTING MONTHLY October 2006
100 best bits ever

Totally independent self-steering system and emergency rudder... in place and ready to go.

Latest ARC survey – Hydrovane again the most popular wind vane.

SURVIVE YOUR DREAM

info@hydrovane.com PHONE 1.604.925.2660

WWW.HYDROVANE.COM

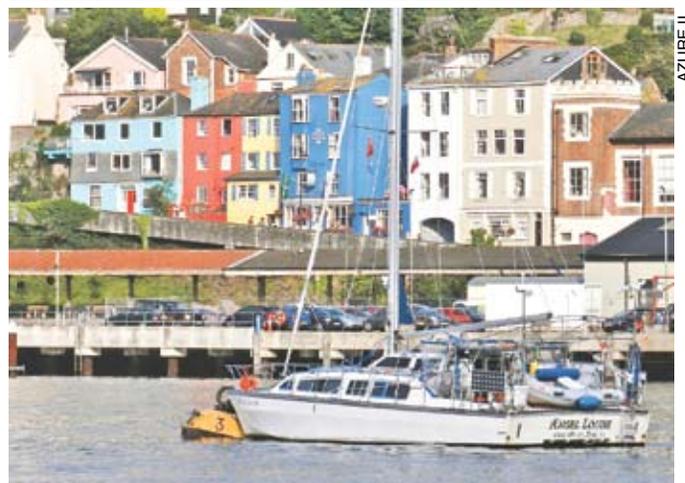
anyone else wonder if the dramatic berth rate increases are a reflection of San Diego public employee pensions being way underfunded? There is still a free anchorage — up to three months — in San Diego Bay for boats not registered in San Diego County. Make sure you get a permit from the Harbor Police first.

A little way up the coast at **Newport Beach**, berthing and mooring rates have gone up, too. Whereas it used to cost \$5/night for a mooring, it's now now \$25/night during the May 1 to November 1 summer season, and \$15/night during the winter. There are some basic restroom facilities if you get a mooring near the Coast Guard Station, but other mooring areas only have public restrooms — if any facilities at all. And you have to dinghy ashore — unless you take one of the 10 or so \$40/night slips next to the pump-out station. Fortunately, mariners can now stay up to five nights for free — no permit required — at the anchorage in the middle of Newport Harbor.

When we anchored at **Cabo San Lucas** for a few nights before starting our Baja Bash last month, API officials came

by and hit us up for \$13/night. Ouch! To the best of our knowledge, that's much more than what is charged at other 'developed' Mexican ports. Lest anyone get the wrong idea, there are countless great places to anchor in Mexico, which, for mariners anyway, is the true 'land of the free'.

We don't imagine that Ed and Sue Kelly of the Des Moines, Iowa-based Catalac 12 Meter **Angel Louise** were very happy with us when they had to set their 300-ft long Jordan Series Drogue with 150 cones, hang on it for 25 hours in a gale between the Azores and England, then retrieve the whole shebang after the weather moderated. After all, the couple say that it was only because of *Latitude's* "thoughts and comments years ago" that they retired on *Angel Louise* and are now "cruising



AZURE II

'Angel Louise' in the Dart River at the same spot where the Pilgrims anchored before taking off for the New World on the 'Mayflower'.

her from ATM to ATM to pick up our Social Security checks each month." Fortunately, Ed says the gale was like childbirth in that now, several weeks later, they can hardly remember it."

By pure chance, the modest *Angel Louise* was assigned a space at the dock right next to the one reserved for the christening ceremony of a glorious

New Member
Showers and
Laundry Facilities
Now Open!

NEW SLIPS!

Now taking reservations
for 40' to 60'

Emeryville Marina

ON THE BAY

When you call Emeryville Marina Home...
...call this your backyard!

Free Wi-Fi
and Video
Surveillance

Slips from 20-65 ft
Full Amenities - including
Fuel Dock & Pumpout Station

(510) 654-3716

www.emeryvillemarina.com

CHANGES

"mystery vessel". She turned out to be the gigantic catamaran **Hemisphere**, the newest and — at 145 feet in length — the largest sailing cat ever built. Construction on the 500-ton monster had begun at the Derektor Yard in Connecticut as *Project Gemini*, but as a result of financial issues, she was shipped to the Pendennis Yard in England for completion. Built for the ultra-luxury tropical charter market, *Hemisphere* accommodates but 12 guests, who will be pampered by a crew of eight. She was slated to go out for \$150,000 — a weekend! — but that price estimate was before she had to be brought to England for completion, so it's likely gone up. The Kelleys, who are proud that their cat at least made it across the Atlantic on her own bottom, plan to live aboard at St. Katherine's Dock in London over the winter. Bloody fine idea — as it's usually too cold to riot in London town during the winter.

As for *Hemisphere*, cat mains are tough to reef in the first place, so we can't imagine what it's going to be like reefing the main on a 174-ft mast.

We haven't heard too much from Liz



After Liz Clark grilled this kingfish, it exacted its revenge by giving the Santa Barbara-based singlehander a nasty dose of ciguatera.

Clark of the Santa Barbara-based Cal 40 **Swell** lately, but she reports she's now in the Tuamotus, "having set off on a series of upwind hops eastbound through the

various atolls in search of more remote surf, sandy anchorages, friendly faces, fish, fruit, falling stars, fresh coconuts, and new adventures."

The start of her search for new adventures was delayed after she got ciguatera poisoning, which laid her low in the boatyard — "with no-see-ums and mosquitoes" — for several weeks. But she's feeling great again, and has already had some great adventures — and surf — with her friend Crystal.

Meanwhile, down in the tiny island nation of **Niue**, the government is planning to mint coins based on *Star Wars* characters, coins that can be used as legal currency in a country that otherwise does business in Kiwi dollars. May the funds be with you!

"We're at Port Vila, Efate Island, Vanuatu — which is the land of sky divers (the original bungee jumpers), dugongs, Big Nambas and Little Nambas (check them out), active volcanos (the world's most accessible), and John Frum Cultists (check this out, too!)," report Gordon and Sherry Cornett of the Ventura and Mam-

Quality Since 1986



Ventura Harbor
B O A T Y A R D

Haul Outs To 160 Tons

(805) 654-1433

1415 SPINNAKER DRIVE
VENTURA, CA 93001

WWW.VHBY.COM

info@vhby.com



Baja Ha-Ha Cruisers Special

Up to 3 months at \$16 per foot
FREE LIVE-ABOARD for 2

Subject to Availability

- 1st Class Marina Amenities
- Great Waterfront Restaurants & Entertainment
- FREE Expert Vessel Preparedness Inspection
- Heated Pool and Spa...and Much More



CHULA VISTA MARINA

619-862-2819 • Chula Vista, CA

www.chulavistamarina.com • boatslips@cvmarina.com

moth Mountain-based Tayana 52DS **Serenity**. "It took three days and two hours to cross from Fiji, during which we had rough seas/calm seas, rain squalls/sunny skies, and full moon/overcast. You name it, we had it. It does feel good not to be rocking any more, as we had a consistent southerly swell of 6-9 feet on the beam all the way. It was oddly chilly, too, so we had to pull out long pants and sweatshirts. As for Port Vila, it's had an interesting past, as at one time it was British, another time French, and later on sort of half-British and half-French. The islanders are friendly and way laid-back — which makes them very different from the Indo-Fijians, who are real go-getters. Yet Port Vila is a bit cosmopolitan. For example, yesterday we had lunch at a Vietnamese restaurant. Very different. We're now on a long walk through town, and will soon be shopping at the *super marche* — which is always an adventure!"

There is outstanding news coming out of **Cabo Pulmo**, which is on the south-east coast of Baja, and the only coral reef

on the Pacific Coast of Mexico. Scientists from the Scripps Institute in La Jolla report that 14 years after local families made it a "no take zone," and it became the 71-square kilometer Cabo Pulmo National Park, the reef has made a spectacular comeback. "The fish biomass at the park had increased 463% percent," says the report, "and the biomass of top predators and carnivores increased by 11 and 4 times, respectively." Researchers found thousands of large fishes, such as snappers, groupers, trevally, manta rays, and even sharks. Let's hope that similar policies can be instituted — and enforced — in many other parts of the Sea, to restore it to its previous glory for the benefit of locals and visitors alike.

The Pimentel family's two-year cruise



OCTAVIO ABURTO / GULF PROGRAM

There's nothing fishy about the conservation efforts at Cabo Pulmo, which has resulted in its reefs making a remarkable comeback.

from the Caribbean to Turkey aboard their Leopard 47 catamaran **Azure II** is coming to a close. In fact, Jane and sons RJ and Leo are back home in Alameda getting ready for school, while dad Rodney and some friends are making the first of four legs in a delivery of the cat back to the Caribbean where she'll be put up for sale.

It wasn't until almost the end of their

Can you trust your anchor to hold in all conditions?

Ultra Anchor is certified by the American Bureau of Shipping (ABS) to meet their highest level of holding power for use on ABS class vessels.

"Get an Ultra Anchor— Don't let this happen to you!"



8700 Warner Ave., Suite #110, Fountain Valley, CA 92708
www.ultraanchors.us • sales@quickline.us • 714-843-6964
The World's Highest Quality Marine Products

Welcome to Mazatlan...



Marina El Cid style!

A CRUISER'S PARADISE IN THE HEART OF MEXICO'S LUSH TROPICAL COASTLINE AND BEAUTIFUL ISLANDS

Complete, Modern Amenities, Including Marina-Wide High Speed Wireless Internet Connections!



www.marinaselcid.com
011-52 (669) 916-3468
marinaelcidmazatlan@elcid.com.mx

The Cruiser's Home in Mexico

CHANGES

family adventure that they had their first significant injury. Having set up a zip line over some very sharp rocks and into the water — as they had done many times before — at an anchorage in Turkey, there was a problem. RJ took off, but as he got over the rocks, the zip line snagged on one of the rocks.

"In what seemed to be slow motion, RJ fell like a skydiver, arms outstretched, directly onto the rocks," remembers Jane. "He bounced and then lay there. I dove in the water to get to him. RJ said some bad words — meaning at least he could talk! Two doctors from a nearby boat rushed over. Gingerly we loaded RJ into the dinghy and went to their boat. They examined him for internal injuries and broken bones. RJ was unable to stand, had a big gash on one leg, and had many other scrapes. After motoring for four hours to Marmaris, a taxi driver told us we could take him to the 'English Hospital' or the public hospital. He recommended the latter, saying it cost less and had more doctors. After wavering, I decided we'd start at the public hospital



COURTESY FLEETWOOD

The remarkable Jack van Ommen of Gig Harbor, Washington, has restarted his cruise to the Black Sea. More next month.

and see how it went.

"There was no fancy entrance, not really even a waiting room, just a few semi-injured Turkish people standing in a hallway around a desk," Jane continues.

"Nobody spoke English, but a few could communicate a little. All were kind. RJ was seen within 10 minutes, and X-rays were taken and analyzed by the doctor in less than 30 minutes. They said he had no broken bones, and wrote a prescription that we couldn't read, presumably for pain meds. The whole visit cost about \$100. Four days later, RJ was finally able to put weight on his injured leg and his scrapes were healing well. Whew!"

Cruisers love **Fiji**, and they love their fellow cruisers. But if cruisers don't follow Fijian policy, it could cost them over \$1,300 U.S. The Ministry of Health has been making it perfectly clear to everyone that if crewmembers of an arriving boat have any physical contact — as in, "We haven't seen you in soooo long, give us a big hug!" — with anyone already in the country before being cleared in by health authorities, they will be subject to the big fine. Fiji wants to make sure no cruisers bring The Plague to their islands. Before, officials just got unhappy with cruisers who violated the rule. Now they are going to fine them.



Baja Ha-Ha Alert:
There's no such thing as
too much shade!

shadetree
fabric shelters

- Sun/Rain awning, self supported, no halyard.
- Rigid, folding, flexible frame. "Stands on lifeline".
- Waterproof, marine grade construction throughout.
- Easy up & down. Stows complete in 10"x36" bag.
- Designed for use in true cruising conditions.
- Stock models for up to 50ft LOA \$300-\$800.
- Custom designs also available.

www.shadetreefabricshelters.com

email: info@shadetreefabricshelters.com

1-888-684-3743 1-251-987-1229

PARK PRESIDIO MARINE

Since 1963

Sales • Service • Parts • Accessories
Factory Trained and Certified Technicians

Your Authorized Bay Area Dealer



YAMAHA



Inflatables • Outboard Motors

1300-A 25th Street, San Francisco

(415) 821-2628

www.parkpresidiomarine.com



Flying past the Gate

deWitt

Email pam@jimdwitt.com
to be kept abreast of Jim's
new creations/events around
America's Cup racing.

DeWitt Art Gallery & Framing

121 Park Place, Point Richmond, CA 94801

(510) 236-1401 • www.jimdwitt.com • www.dewittgalleryandframing.com

Wednesday-Saturday 11:00-7:00 • Sunday 9:30-5:30

**Don't Let Your
Spinnaker
Control You...**

**Easy to take down
EVERY TIME!**



- Easy installation
- Safe and easy to use
- Made in the USA



(800) 367-9046

garyshaw75@aol.com

www.chutescoop.com

Save Your Aft!

Using one of our 1900+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!



BottomSiders

BottomSiders
2305 Bay Avenue
Hoquiam, WA 98550

Call Toll Free: **(800) 438-0633**
cushions@bottomsiders.com
Fax: 360-533-4474

BAJA HA-HA PARTICIPANTS: GREAT FOR YOUR TRIP!

**EASYSTOW
FENDERS®**

Easy to use and easy to stow. 6, 8, 10 and 12" diameters. Other sizes and models available.

Guaranteed tough.



www.easystowfenders.com
www.boomkicker.com

(800) 437-7654 • (708) 482-8801

Manufactured in the U.S. by Seoladair Ltd.

Please read before submitting ad

Classy CLASSIFIEDS

Here's What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; **OR, for the best – and most exposure – of your classified ad...**

Submit your ad safely online with Visa, MasterCard or AmEx at: www.latitude38.com

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

PERSONAL ADS

1-40 Words.....\$40
41-80 Words.....\$65
81-120 Words....\$90
Photo.....\$30

• Personal Advertising Only •
No business or promo ads except Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people – not shopping – and cost **\$10 for 20 words max**

FREE Online Ads are for a private party selling a boat for less than \$1,000 – or gear totalling under \$1,000. (One per person; must list prices in ad.)

All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals
No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

is **ALWAYS** the **18th at 5 pm**

for ad to appear in the next issue.

Due to our short lead time, deadlines are very strict and include weekends & holidays.

Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

WHAT'S IN A DEADLINE? Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

DINGHIES, LIFERAFTS AND ROWBOATS

10-FT ACHILLES, 1992. San Francisco. \$1,200. 10' Achilles inflatable with 8hp Evinrude. Both in very good condition, used in fresh water only. (415) 564-5209 or bswanso1@sbcglobal.net.

13-FT ZODIAC MARK II, 2007. Dublin. \$2,500. Like new Zodiac Classic Mark II, with bow bag fuel tank, ramp wheels, and center seat with custom hatch. Barely used, with all bags. 9.8 Mercury 2-stroke electric start. (925) 216-5507 or dabaker49@gmail.com.



21-FT ZODIAC HURRICANE rigid hull, 1995. Portland, OR. \$35,900/obo. 21'6" long. Comes with an EZ-Load trailer. Has a 4-cyl Yanmar diesel engine which powers a Hamilton Jet. This craft has been well cared for and handles great! Has 775 hours. Ready to GO. Well equipped. Call Erinn or Matt. Delivery possible. Contact (888) 891-9110 or (503) 668-5511 or jaksich@gmail.com.

12-FT BYTE CII, 2006. Santa Cruz. \$4,500. Byte sailboat - includes trailer, top cover, spar bag, sail bag, accessory bag. Excellent condition, stored inside and rarely used. Contact (408) 592-7273 or 2barbc@sbcglobal.net.

24 FEET & UNDER

22-FT CATALINA, 1988. Clipper in Sausalito. \$4,200. Lots upgrades! New roller jib and main, reinforced boom, bright new cockpit cushions, 100% new standing/running rigging by professional, self-tailing winches, Garmin GPSMap, VHF. Transferable sidetie Sausalito. Outboard available. <http://gallery.me.com/kathrynhelvi#100049>. (415) 722-2443 or kathrynhelvi@me.com.

23-FT AQUARIUS, 1973. Concord. \$3,000. Centerboard, trailer, VHF, re-done interior, new bottom paint, stereo, Porta-Potti, fish finder, 2 anchors. Great family boat. Contact (510) 529-1950 or rblaisdell@earthlink.net.



19-FT RHODES, 1962. Dinuba, CA. \$6,000. Number 777: Hull and top have new paint. Boat comes with main, jib and spinnaker sails. Sails and sheets in fair condition. Has trailer and new tires. All wood is in good condition. (559) 393-9118 or (559) 589-5183 or j-schaffer@att.net.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and Porta-Potti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

J/24, 1978. Fort Bragg, CA. \$3,500. Classic racing sloop w/trailer in good condition. Needs some minor cosmetic work on deck and bottom paint. Good rigging and halyards. Needs new sheets. Two usable mains, 100%, 120, 130, spinnakers. (707) 813-7644 or jnm@mcn.org.



24-FT C&C, 1978. Sausalito. \$8,300. Includes Johnson 6hp, new Harken furling, self-tailing winches, bottom job 1/09, new standing rigging, VHF, and spinnaker. New Pineapple jib and new running rigging. Contact (415) 331-8250 or nathan@modernsailing.com.



WOODRUM MARINE
Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles. For power or sail.

CARPENTRY
Mobile cabinet shop
Contact Lon Woodrum at:
415-420-5970
www.woodrummarine.com



NOR-CAL COMPASS
Adjustment • Sales
Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
Local closing facility for brokers or private transactions
30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925

BOAT • LETTERING

alphaboatsue@aol.com • (510) 599-1197 • www.alphaboatgraphics.com

Creative and durable lettering and artwork for your boat

16-FT CAPRI, 1997. \$3,500. Wing keel model. Main, jib, roller furling, full boat cover, bow pulpit, outboard bracket, interior cushions, Porta-Potti, ice chest. Boat and sails are in excellent condition. Call Ed (650) 868-7655 or email ed_hal@yahoo.com.

24-FT RHODES TEMPEST, 1972. Petaluma. \$3,000. Good condition, with trailer. (707) 338-6492 or clarketonyc@aol.com.

18-FT MARSHALL, 1966. Trinity Center. \$11,000. Marshall Catboat, Grandpa's 1966, 18' Sanderling. New hinged mast, centerboard and EZ Loader galv trailer. Newish sail, lines, jackstays, Evinrude 4hp. Clean, not Bristol. Trailer sailed at Trinity Lake last 25 years. For more info: alpsail@gmail.com.

25 TO 28 FEET



COLUMBIA 26 MK II, 1972. Petaluma Marina. \$2,800/obo. Yamaha 4-stroke. 9.9 electric start outboard, roller furling jib, oars (yes, it can be rowed). (707) 986-7286 or (707) 223-2811 (cell).



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Selden carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Seeing is believing. www.lizbeth359.com. (415) 608-6919 or mland2@ix.netcom.com.

25-FT PACIFIC SEACRAFT, 1976. \$10,000. Swing keel, outboard, Porta-Potti. 8-ft sailing dinghy included. Trailer available (needs work). (909) 790-1288 or (760) 722-4940.



CAL 2-25 / CAL 25 MK II, 1979. Alameda, CA. \$11,950 w/trailer. Make us an offer. Fiberglass sloop w/Yanmar diesel. Exceptionally well maintained one-family boat in fresh water until 2003. New sails / rigging 2004. Equipped with systems found on much larger boats. You'll be hard pressed to find better kept cleaner boat. All systems work! Fixed lead fin keel, raised cabin top. Beautiful varnished teak handrails, companionway rails, tiller, hatch boards. Details available upon request. (408) 756-0370 or martythamm@aol.com.

MACGREGOR 26D, 1989. Mission Bay, San Diego. \$7,400. Dagger board, water ballast, 8hp 2-stroke OB, RF 150 Genoa, depth, stereo, good cushions, GPS, new portable toilet, gas grill, electric bilge pump, trailer with new surge brakes, spare. Contact (858) 382-3801 or jfrench07@gmail.com.

VANCOUVER 25 OFFSHORE, 1983. Marina Del Rey, CA. \$18,900/obo. Hull #1, bluewater cruiser, full keel, cutaway forefoot, cruise-away condition. Fully equipped. Radar, furling, etc. Boat and gear in excellent condition. Too much to list. Email for specs, pics. (323) 450-5433 or lazystar@aol.com.



26-FT RANGER, 1971. Berkeley Marina, CA. \$7,000/obo. Gary Mull design. Hauled and refurbished in 4/11. 4-stroke, 9.9 Honda motor, low hours, serviced in 4/11. Boat well maintained. In very good condition. Jiffy reefing, mainsail, working jib and class lapper, depth sounder, VHF and CB radios, miscellaneous accessories. Well balanced, and well suited to S.F. Bay. One-of-a-kind. Ready for immediate use. Won't last. (510) 334-5200 or harmattan8@gmail.com.

26-FT MACGREGOR, 1994. Penngrove. \$7,900. Water ballast swing keel trailerable sailboat. Motor: 1994 8hp Evinrude long shaft two-stroke outboard. Mainsail, jib, Genoa and multicolored spinnaker (used only a few times). See Craigslist ad: <http://sfbay.craigslist.org/nby/boa/2521930561.html>. (707) 792-1059 or bperkins1@msn.com.



27-FT NEWPORT, 1971. Pier 39. \$Best Offer. Good running Yanmar diesel with 300 hrs. Mainsail and 2 headsails all in good condition. Boat is clean and dry inside. Sailed regularly. Great weekend cruiser. Contact (916) 716-1416 or ccoones@gmail.com.

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

29 TO 31 FEET

30-FT BRUCE ROBERTS, 1984. Berkeley, CA. \$8,500. Heavy-built, hand-laid-up fiberglass cutter with flush decks. Beam 11ft., draft 4ft., 16hp Volvo diesel runs great. New Jabsco head, shower, hot/cold pressure water, propane stove with oven. 12-volt winch, 150ft chain, 2 anchors, 5 sails. Great liveboard sea boat. (276) 733-4358 or patriciakar1934@yahoo.com.

30-FT COLUMBIA, 1972. Stockton. \$15,000. New Pineapple self-tacking jib. Fully-battened main. 130 Genoa. Spinnaker. Rigid vang. Bottom painted 2010. Upgraded Atomic 4. Gimballed stove, icebox, stainless sink. Full cockpit cushions. Bimini. Enclosed head with sink. Comfortable and fun! (209) 598-6201 or dvhanson@verizon.net.



30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland, Michigan by Slicker Yachts, 1982, bought new 1983. 29'10" long (9.2 meters); 11-ft beam, 10,000 lb. displacement. 4-ft draft (shoal keel). 6'2" headroom. Center cockpit, aft cabin. Forward double berth, aft queen berth. Head with sit-down shower. Galley: 2-burner CNG stove with oven. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. (925) 837-9408 or (510) 521-6477 or esterdotter@inbox.com.

30-FT PEARSON, 1973. East Bay. \$7,500. Fresh water berth. New bottom paint, new anti-slip, zincs, 3-blade propeller, vented cabin heater, re-powered with 2000 series diesel Volvo twin (@ 100 hours) optional roller furling. Ready for Mexico, Caribbean or South Pacific. (916) 217-6908 or chardonnaymoon@att.net.

31-FT BOMBAY CLIPPER, 1978. Alameda. \$13,000. Great Bay day/weekend full-keel cruiser. Pineapple sails, Yanmar diesel, VHF, stereo, Raymarine instruments, galley, full head with shower, roomy forward cabin. Brand new mainsail cover; lots of new lines and extras. More at <http://virtualameda.com/dreamcatcher>. Email dave@virtualameda.com.



30-FT HUNTER 306, 2002. Ballena Bay, Alameda. \$58,000 or reasonable offer. Owner relocating, but heartbroken - boat is fast, "fully loaded", well-maintained, in beautiful condition, and ready to go. Easy to sail, too, all lines lead aft. Please email frances@netbox.com for more details.



30-FT CATALINA, 1984. Emeryville. \$18,900. Very clean, new cushions, dodger, interior refinished, excellent Universal diesel, autopilot, wheel, bottom paint 2010, new depth/speed, tabernacle mast, BBQ, autocharging, handheld radio, new stereo, hidden flatscreen, dripless packing, fridge, sleeps 6+! (206) 755-5280 or ryan_n_morrison@hotmail.com.

CAL 2-29, 1975. Richmond, CA. \$12,500. Great cruiser for SF Bay, Delta, coast and club racing. Maintained, updated, equipped. Easy singlehanded. Dry, roomy, comfortable interior, new stove, 3 new batteries, wheel, Autohelm, dodger, swim ladder, VHF, GPS, spin. pole, sun shade, solar panel, Yanmar 18 diesel, folding prop, 2 anchors, buoy hook, windlass and more. Full battened main, lazy jacks, roller furling, 155 genoa, new 110 jib, 125 jib, replaced standing rigging. Contact (925) 932-3679 or haleymason@earthlink.net.

RIGGING ONLY ■ SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com



STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net



Jack D. Scullion
Yacht Services
jdsyachts@att.net
(510) 919-0001

MARINE SURVEYS - Capt. Alan Hugenot

Accredited Marine Surveyor (since 2004) • (415) 531-6172
Yacht Master (USCG 200 tons - International) • Port Engineer •
Yacht Manager • Delivery Skipper • Boat Handling, Navigation
& Safety Instructor • Accepts MC & VISA

Rigging
Electronics

Troubleshooting
Electrical Installations

We Gladly Install Gear You Provide

NEILPRYDE



SAILS

30-FT CATALINA, 1977. Berkeley. \$19,500. Excellent condition, cruiser/racer. Wheel steering. Universal diesel engine, M3-20B, 2004, 3-cylinder, regularly serviced. Gimballed stove/oven. Running rigging, regularly replaced and upgraded. New Spectra jib sheets 2010, Dacron main, 3 headsails, 2 spinnakers, new pole. Bariat #27 primary winches, 2-speed, self-tailing, rebuilt in 2008. Harken secondary winches, 40.2 folding prop, Brooks & Gatehouse network speed/depth. Bottom job Nov 2010 - Pettit Trinidad. Pictures on this website: www.alliancetradingdesk.com. Email laurie@alliancetradingdesk.com.

ISLANDER 30 MK II, 1974. Owl Harbor, Isleton. \$6,000. 4-cyl Palmer P-60. Teak trim, fiberglass hull. Propane stove, fridge, ice box, VHF, stereo. Extra sails, inverter. Very nice interior. (209) 293-1293.

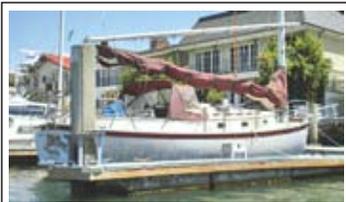
30-FT CATALINA, 1982. Lake Tahoe. \$23,000. Std rig, Std keel. 3-axle trailer, diesel, new fuel tank. Clean bottom, propane system. Security alarm, solar panels, new cabin cushions, stern seating, wheel, autopilot, depth, speed, and wind instruments. Asymmetrical, bow sprit, rigid vang, upgraded winches, traveler, lazy jacks, Harken furling. Fully battened main, 150% and 155% genoas. Dry bilge, Flexofold propeller, 2 time Trans Tahoe winner, pristine Tahoe boat. (832) 247-9034 or chitwoodfarm@yahoo.com.



30-FT CHERUBINI HUNTER, 1978. Alameda, CA. \$10,500, price reduced!. MUST SELL! Ample cabin room w/ flawless interior. Reliable YSB12 12hp diesel. Wheel. Three headsails. New standing rigging '09. Sails like a dream. Originally priced at \$13,000. <http://picsaweb.google.com/Loughzs/1978CherubiniHunter30Sailboat?authkey=Gv1sRgCJ6B7f6XprX5wE&fea>. (206) 618-6291 or LoughZS@Gmail.com.

30-FT CATALINA, 1989. Moss Landing. \$34,500. Excellent condition. Universal diesel, 970 hours radar, roller furling, Dutchman flaking system, dodger, davits, chartplotter, autopilot 5000, propane stove/oven, refrigerator. Hot/cold pressure and shower, stereo, VHF, cockpit cushions. Pictures available. Contact (831) 753-2001 or (831) 320-8021 or skipper030@sbcglobal.net.

30-FT CATALINA, 1976. Fortman, Alameda \$16,900. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. Contact steve@hulawyers.com or (408) 219-4920.



30-FT NONSUCH, 1979. Newport Beach. \$29,950. Possible Newport slip. Electric halyard winch, GPS, autopilot, VHF, LPG cabin heater, LPG water heater. Solar panel, solar vent, Volvo diesel and saildrive. Extra sail and sailcover. New fixed propeller, dodger. Lots of gear and spares. Best priced Nonsuch in the country. (949) 675-1134 or jeansliechty@gmail.com.

32 TO 35 FEET



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

35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$64,800. Similar to Tayana 37, but a lot less \$. Robert Perry design, located in San Carlos, Mexico, ready to sail the world, full cruise equipped. More information on our website. Note our lower price. <http://youngsun.squarespace.com/specs>. Email or call (970) 259-5102 or mohrmonte@gmail.com.

CAL 34 III, 1978. Brisbane. \$20,000. 2 boat owner. New Beta Marine diesel. New standing rigging with Schaefer 2100 roller furling 2005. Refrigeration, propane stove and heater, electric windlass, radar, autopilot, and much more. <http://loltech.com>. (650) 224-4211 or stan.loll@gmail.com.



34-FT TIFFANY JAYNE, 1983. Richmond YC. \$29,000 firm. Beautiful, fast (PHRF132) and responsive. Delightful to sail. In the spirit of the Alerion for 1/3 the price. One owner. Superb condition. <http://sites.google.com/site/tiffanyjaneforsale/>. (510) 525-0279 or rpakard@berkeley.edu.

ERICSON 35 MK II, 1977. Pt. Richmond. \$59,900. Well maintained, equipped for cruising. Refrigerated ice box, Lewmar ports, replaced water heater, holding tank, fuel tank, rigging. New main, roller furling, diesel, upgraded electronics. Much more. Contact (925) 935-4413 or sqsailors@hotmail.com.

32-FT WESTSAIL, 1975. Berkeley. \$38,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor windvane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or joe@xenotropic.net.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$30,000. Pilothouse ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Sound and cared for, but needs some interior repair. Great boat for San Francisco Bay and anchorages. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.

32-FT WESTSAIL. Pillar Point Harbor. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. (650) 303-3901.

35-FT ERICSON 35+, 1983. Emeryville, CA. Reduced to \$35,500 or offer. Excellent performer, good shape. Fairly new sails and electronics, new hatches, traveler. Has furler, spinnaker, dodger, Autohelm ST6000, diesel and more. Email for info, photos link. (925) 754-4560 or (925) 642-7600 or pmchin47@hotmail.com.



34-FT HUNTER, 1983. Antioch City Marina. \$34,000. Great family cruising boat w/6' headroom and spacious tri-cabin layout that sleeps 7. Westerbeke 21hp diesel, AGM batteries, 2 mains, 80/100/150 jibs, spinnaker, 3-blade prop, GPS chartplotter, H/C pressurized water/shower, 11 gal. water heater. New propane 2-burner stove/oven, Norcal 3.6cf AC/DC refrigerator/freezer, all new interior and much more. Very clean and well maintained boat! (925) 754-7599 or (925) 787-4037 or dwpfeiffer@hotmail.com.



34-FT ERICSON, 1971. Bruno's Island, Isleton. \$18,000. Great cruising and Bay boat. Well maintained, restored deck and interior, recent bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder. (510) 207-0111 or don@dondommer.com.

32-FT ERICSON, 1971. Bruno's Island, Isleton. \$18,000. Great cruising and Bay boat. Well maintained, restored deck and interior, recent bottom paint. Three headsails, spinnaker, lines led back, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder. (510) 207-0111 or don@dondommer.com.



35-FT J/109, 2004. Coronado Cays. \$198,500. Winner, comfortable cruiser; best-equipped and maintained J/109 available in the West with every available option. Royal blue Uultrasuede interior, hot shower, dual GPS systems, Tackticks, removable radar, five sails, lazy jacks, Yanmar diesel. Contact (858) 232-7500 or extixeno@aol.com.



MOBILE MARINE PUMP-OUT SERVICE

\$25 per pump up to 40 gallons. Includes fresh water flush and a packet of treatment. 20% discount for regularly scheduled service.

www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com

boat bottom scrubbing & more . . .

415.331.SAIL william@gotzinc.com www.gotzinc.com

LOW COST BOAT BUILDER

Have your own custom boat built for less than a new production boat in aluminum, steel, fiberglass, advanced composites, wood. Complete refurbishing and remodels. Fiberglass repair, custom woodwork, electrical, re-power, rigging. *We do it all!*

Paul Vawter • www.vawtermarine.com • 559-696-5400

Latitude 38 eBooks

FREE * AVAILABLE WORLDWIDE *

www.latitude38.com/ebooks.html



32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. (813) 966-1334 or holorrar@comcast.net. Contact for 2nd email: edhomer@hotmail.com.



COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/land trades viable. \$10,000 off for cash/gold coins. 2+ decades at sea, meticulously outfitted. Yanmar diesel runs great. Roomy, 7' headroom. Great cruiser, great liveaboard. Pictures, details, and info at website <http://thepinkpanty.net>. Contact boat4sale@sapphfire.net or (415) 692-1330.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$18,500. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tiller/pilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808. Call (310) 592-5701.



35-FT FAST CRUISER. Santa Cruz, California. Best offer or partnership. This boat has never been launched and begs to be finished! Hull sandwich of marine-ply, Divinycell foam and S-glass, epoxied. See website for more details. www.gilcarnal.com/boat/index.html. (408) 515-7051 or gil@gilcarnal.com.

35-FT GRAND BANKS (MAGELLAN) sailing yacht, 1964. \$11,500. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

36 TO 39 FEET



ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure. New bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches set to rear position for easy, singlehanded sailing. Farymann R30 engine. Radar and GPS. Contact (503) 481-9769 or cahhiway@aol.com.

37-FT RAFIKI, 1975. Brickyard Cove Marina. \$25,000. In need of some TLC. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and Stay-Lock fittings in 2000. Financial situation forces sale. Contact (415) 328-4273 or baysailor@sbcglobal.net.



38-FT AERODYNE. Cruising version, 2003. Tiburon. \$199,500. Bruce Martin high performance cruising boat. Anchor platform, electric windlass, retractable sprit, Leisure Furl boom with electric winch, seven stainless Anderson winches, radar, SSB with Pactor modem, full instrumentation with two large displays, autopilot, inverter, watermaker, diesel fired heater, refrigeration, dodger, BBQ, flat screen TV, new paint on topsides and bottom. Life raft. Yanmar with Gori prop. Set up to single hand. Totally ready to go to Mexico this fall. (415) 889-5225 or hspotter@aol.com.

39-FT BENETEAU 393, 2007. South Beach. \$155,000. Loaded, 3-cabin/2-head, big Yanmar 54 horse, 2 jibs, gennaker, dodger, auto and radar, deep draft, dinghy and outboard. Just hauled bottom and diesel serviced. Contact (408) 335-3566 or (408) 483-6699 or cilaandcharlie@sbcglobal.net.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

HANS CHRISTIAN 38T, 1977. Morro Bay, CA. \$69,000. Beautiful black-hulled Hans Christian 38T, new engine/transmission, bottom paint 5/11, new dodger, solar panels, structurally sound, very "stock". (805) 595-7896 or (805) 544-5779 or tombaxterdc@yahoo.com.



36-FT CATALINA, 1983. Benicia. \$39,900. This 1983 Catalina is special. She is an immaculate, fully loaded, upgraded coastal cruiser. It is the perfect family cruiser and/or liveaboard boat for a couple or single person wanting to experience the joys and freedom that sailing can provide - at a reasonable price! Also a respectable competitor around the buoys. We have had a ball on this boat. She is ready for cruising TODAY! She also makes a great home away from home even if you never leave the harbor. Fully set up for single-handing. Come see for yourself. Price is reduced. She's worth more, but we have to sell. Email us for complete description and more pictures. (775) 450-6229 or fshallenberger@gmail.com.



38-FT COLIN ARCHER, 1950. San Diego. \$35,000. *Marion D.* Norwegian built, pitch pine planking on pitch pine frames, white oak backbone, trunnel fastened, Ford Lehman diesel. For history, specifications, more information and contact: <http://mariond.squarespace.com>.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.



37-FT PACIFIC SEACRAFT Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.



37-FT YORKTOWN, 1969. Ventura Yacht Club. \$18,000. Cutter rigged sailboat, all roller furling, boomless, 24hp Universal diesel/new gearbox, radar, SSB/ham, VHF, Autohelm, windlass, spinnaker, custom swimsteps, dinghy. Good liveaboard/island cruiser. (208) 989-4991 or hipjim@aol.com.



36-FT NAUTICAT, 1984. Portland, Oregon. \$75,000. Automobile accident ends my sailing days. Was planning on sailing the world. Most equipment needed is on board, new and used very little - including sailing dinghy. Sea kindly with a cutaway full keel - a blue water boat. A 50/50 boat perfect for foul weather, it can sail or motor all day. Excellent visibility from a large pilothouse. Easy to sail and has been fun for our entire family. An ideal liveaboard with 6' clearance throughout. Sleeps 4 easily and a snug 7. More at <http://sites.google.com/site/pdxcelebration>. Email pdxcelebration.kniffin@gmail.com.

39-FT CAL, 1980. Morro Bay. \$60,000. Cruise equipped. Autopilot, Monitor, radar, SSB, roller furling, extra sails, galley update, 3 anchors, etc. (805) 674-1944.



Spaulding Wooden Boat Center
Youth Boatbuilding Program • Community Sails
Boatworks since 1956 • We Specialize in Wooden Boats
Become a Member! 501(c)(3)
www.spauldingcenter.org • (415) 332-3179



Afterguard Sailing Academy
The Affordable Way to ASA
ASA 101-Basics to Adv Ocean • Group & Private Instruction
Charters, Fun Sails, Youth Camps
(510) 535-1954 • www.afterguard.net



DOGGIEVENTURE – A doggie daycare on the go!
Morning or afternoon sessions available in San Francisco
In-home training and nail trimming (for cats, too!) in S.F. and outlying areas
www.doggieventure.com • (415) 314-7541

Going Somewhere?

Mexico ≈ Caribbean ≈ South Pacific

Stop by our office and take a bundle of *Latitude 38* magazines along with you.
We promise you'll be a hero for sharing them with other cruisers!
Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200 • Open M-F 9-5

We are **always**
looking out for you!

American Yacht Insurance for boats over
26 feet. We provide cover for any flag
registration or
navigation.



USA090037 www.pantaenius.com

PANTAENIUS
American Yacht Insurance

Germany • Great Britain • Monaco
Denmark • Austria • Spain • Croatia
Sweden • USA*

500 Mamaroneck Avenue Suite 318
Harrison, NY 10528
Phone (914) 381-2066

Newport Shipyard
One Washington Street
Newport, RI 02840
Phone (401) 619-1499

www.pantaenius.com

*Pantaenius America Ltd. is a licensed insurance agent licensed
in all 50 states. It is an independent corporation incorporated
under the laws of New York and is a separate and distinct entity
from any entity of the Pantaenius Group.

WEDLOCK, RAMSAY & WHITING

Marine Surveyors

Vessel surveys,
consulting, deliveries.

Serving the
Bay Area
since 1980



www.norcalmarinesurveyors.com
(415) 505-3494

1,000 Used Sails
Listed at
minneysachtsurplus.com

**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS

1500 Newport Bl., Costa Mesa, CA

949-548-4192 • minneys@aol.com

"We keep boating affordable!"

QUALITY CRUISING SAILS FOR LESS!

**LEE
SAILS**

SUMMER
SPECIAL
**10%
OFF**

**MAINSAILS
MIZZENS
STAYSAILS
HEADSAILS
SPINNAKERS
SAILCOVERS
STRONGTRACK**

leesailscal@yahoo.com

2021 Alaska Packer Pl. • Grand Marina • Alameda, CA 94501

SAILMAKER TO THE WORLD

40 TO 50 FEET

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$94,000. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. Contact leluya123@gmail.com or (650) 241-1440.



HANS CHRISTIAN 38 MKII, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, wind-vane, autopilot, cabin heater, HF/ham radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email hc38@gabrito.com.



40-FT ISLANDER PETERSON, 1979. Pt. Richmond. \$54,500. Peterson design, PHRF 72. Performance cruiser w/ comfortable mahogany interior, 6'5" headroom and tons of storage. Constantly maintained and upgraded. Rebuilt engine in 2010, Harken winches, new standing rigging, new lifelines, new stanchions, new thruhulls, Raymarine radar/GPS on aft mast, new instruments AP, inverter, golf cart batteries, new Balmar alternator and smart regulator, new foam and Ultrasuede upholstery, new working jib, '08 survey. Contact (510) 912-5800 or allison@webbnet.com.



36-FT CAL, 1965. Monterey. \$25,000. Fast classic. Veteran of many Mexico cruises. Nicely restored. Everything but the hull is under 10 years old. Recent rig, engine, sails, electronics. Extra tankage. Optional full cruising gear available. Monterey slip rights. Request brochure. Email daaddle@gmail.com.



VALIANT 40-112, 1975. Long Beach, CA. \$134,900. Cruise ready. A pre-blister V40 with fully battened mainsail, roller furling jib and staysail, navigation computer and all you need to go cruising. Major upgrades to all systems, high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot, anchor windlass. See website for more info and pictures. Contact Gary Schneider. www.yachtworld.com/boats/1975/Valiant--2384074/Long-Beach/CA/United-States. (562) 212-3783 or captaingary1@hotmail.com.



37-FT CF, 1978. Mission Bay. \$26,500. Designed by Shad Turner, built by Choate, PHRF 108, excellent family cruiser, sleeps 8, newer electronics, CNG range, autopilot, wheel steering, dodger, tabernacled, located in Mission Bay. More pictures and information available upon request. (619) 961-8333.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. For current photos, complete equipment list, see our website: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



36-FT CATALINA, 1993. Berkeley. \$63,000. Excellently maintained, equipped cruiser. Radar, GPS, Autohelm. New roller furling, anchor, safety lines, stainless steel bow pulpit and stern rails. Bottom paint 2011. Three racing headsails, two spinnakers. Low engine hours. Contact (408) 476-8080 or (925) 417-7321 or kelnaphillips@yahoo.com.



45-FT HUNTER LEGEND, 1987. Monterey, California. \$125,000. She is safe, strong, comfortable, and fast. Offshore cruise ready with new sails, electronics, refrigeration, and computer controlled steering. All systems are in perfect working order including the 55hp Yanmar diesel. Monterey slip available. (305) 394-5174 or jimkomo@gmail.com.

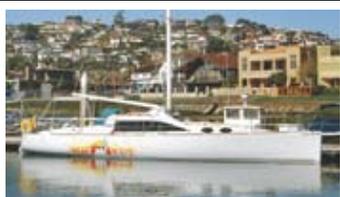




41-FT BARNETT CUSTOM SLOOP. \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey or go to website and search #1291703. <http://yachtsoffered.com>. (510) 834-3261 or rthumphrey@sbcglobal.net.



42-FT PETERSON, 1981. Long Beach, CA. \$42,000. Recent bottom paint 1/11. Rebuilt Perkins and drive, PSS 2007 electric head. Some instruments, GPS, VHF, older B/G. 3 Transpacs, numerous Ensenada races. (619) 985-5676 or (619) 287-4436 or nednight3@yahoo.com.



40-FT RIO HONDO, 2008. Phoenix. \$89,000. Custom trailerable cruiser/racer includes aluminum gooseneck trailer. 40' X 8.5' - 7' draft, 9600-lb disp, 4000-lb ballast. Legal towing width, patented mast system; rig and ramp-launch in 25 minutes, with drop keel and rudder. Racing: ORR .961, IRC 1.116, So Cal PHRF 36. North main, jib, MHG, A-spin. 6-man liferaft. 6-ft headroom, sleeps 6, inboard saildrive. See details on website: www.rhyachts.com/design1.html. (480) 231-0959 or sgmclintock@aol.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peter-son-46-sailboat/172704439424234. (805) 459-1909 or woodeneye53@yahoo.com.



BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or sail@voleauvent.com.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Wabasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.



HOLLMAN 50 CUTTER, 1989. Richmond. \$149,900. Fast, cruising cutter rig, all sails furl from cockpit, all self-tail winches. Large galley, reefer/freezer, radar, nav station, autopilot, SSB, full width master, guest stateroom, 2 heads, stern scoop, strong FRP cored hull and deck. 280gal water/100 diesel. Major refit 2003, including new LPU and barrier coat. Possible liveaboard slip. Arizona owner aboard for most of summer. Call for more info. (520) 906-4351 or franke2u@aol.com.

40-FT CATALINA 400, 1998. Brisbane Marina. \$140,000. or 1/5 partnership \$300/month, \$9,400-equity. Radar, chart plotter, gennaker, full batten main, wind generator, liferaft, dodger, tons of gear and parts. Full keel SF Bay or offshore, mint condition. www.sailboatlistings.com/view/24514. Contact (650) 464-6493 or bruce.paris@cbre.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$153,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.

41-FT MORGAN OUT ISLAND, 1972. Marina del Rey. \$59,500. Aft cabin, sloop rig, center cockpit, 50hp Yanmar diesel, radar, autopilot, SSB, VHF(2), freezer, fridge, watermaker, anchor winch, dinghy davits, solar panel, Tohatsu OB. See website, then listing 1291754. <http://YachtsOffered.com>. (661) 548-6603 or (661) 577-7059 or hwothuis@juno.com.



47-FT CATALINA 470, 2005. Stockton, CA. \$319,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/full baths, gen set, heat and air conditioning, Flexofold prop, leather interior, stereo, flat screen TV, 3,000 watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or garrysail@aol.com.



50-FT FD-12, 1981. Sea of Cortez. Un-sinkable turn-key blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. Berths for 5-6 w/2 staterooms fwd and master stateroom aft, ensuite heads and great fore/aft privacy. See website for details: www.svdofdaydreamer.com.

46-FT JEANNEAU 45.2, 1999. Pier 39. Boat; \$165,000 - slip; \$30,000 - sale or lease option. Email only please to: sailorgirl1954@gmail.com.



42-FT COMANCHE, S&S DESIGNED. \$39,750/obo. F/G liveaboard ocean-cruising sloop. Modern underbody, fast, responsive, doublehander. Major refit-mast, sails, rigging, wiring, interior, dodger and anchor gear. Excellent Perkins diesel, new Doyle sails. Call for details. (415) 713-6876.

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor. Serving the San Francisco Bay and Delta.

RSharpe@SharpeSurveying.com • (510) 337-0706



THIS COULD BE YOU...

Let the Classy Classified business ads work for you.

Submit online at:

www.latitude38.com



PROFESSIONAL DELIVERY CAPTAINS

San Diego based, USCG Master 100 GT. Sail and power. ASA-certified instructional deliveries. Pacific Mexico and Baja Bash specialists. davidbrotherton@yahoo.com • www.boatdeliverycaptain.org • (619) 913-7834 •



TAILINGSYSTEMS, LLC

Tailing for all standard winches
www.tailinghook.com

salestailinghook@aol.com • (360) 427-9308

MARINE ENGINE CO.

WESTERBEKE

Universal
DIESEL MARINE ENGINES

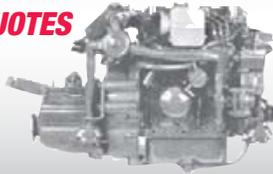
BETA MARINE

LICENSED DEALER FOR ABOVE

PERKINS • YANMAR • ATOMIC 4 • VOLVO

CALL NOW FOR LOW ENGINE QUOTES

- Engine Sales, Service and Parts
- Engine Repowering and Rebuilding
- Complete Marine Engine Service



(415) 332-0455

BUSINESS FOR SALE



DIESEL FUEL FILTERING



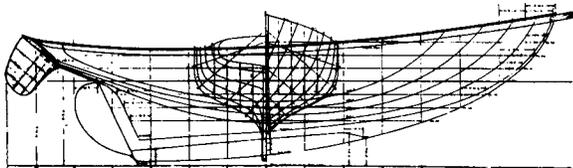
Purify Diesel Fuel & Flush Tanks

Process scrubs, polishes, removes algae, dirt, sludge, rust, water, and foreign particles from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair and down time.

Since 1989. Fully insured. Your berth or boat yard.

(510) 521-6797 Fax: (510) 521-3309

www.dieselfuelfilterings.com



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

Ryan's Marine

Specializing in Marine Electrical Services for Your Boat

- Electrical system installations from inverters to electronics packages
- Troubleshooting of existing systems
- Dealer for the complete Balmar product line
- Head and holding tank installations

Featuring
ESPAR
hydraulic heater
installations

MEMBER
ABYC
Setting Standards for Safer Boating

(510) 385-3842

Ryan Schofield
Owner since 1997

email:
rssailor@yahoo.com

CLASSIC BOATS



50-FT CUSTOM HANSON. Motor sailing yacht, 1929. Port Townsend, WA. \$145,000/obo. Heavily-built, well-maintained. 1-5/8 Alaska yellow cedar w/oak frames. Hull survey w/cleanup 8/11. 3kw Victron inverter/charger, new AGM batteries. Elegant comfortable liveboard w/ fireplace, bathtub, teak, granite, leaded glass, spacious w/headroom, office w/ full desk, fore and aft sleeping w/heads, more. More at www.mariedelaney.com. Contact mariedelaney@rocketmail.com or (360) 941-0464.



83-FT TOPSAIL SCHOONER, 1991. San Diego. \$695,000. *Amazing Grace* is one of the most beautiful, best sailing and well maintained classic vessels on the West Coast, turning heads at tall ship festivals and everywhere she goes. Her stunning interior features a great aft cabin, spacious main saloon and remarkable wood work. Certified to carry 35 passengers and crew, she presents a rare opportunity for charter, liveboard and cruising. Completely ready to go, in great condition, with new equipment and electronics. Contact info@amazinggracetalship.com.



48-FT SO PACIFIC CRUISING KETCH. 1963. Central America. \$15,000. Tonga real estate clients and I purchasing fully-equipped sailing yacht for South Pacific pleasure and charter income. 2 of 4 \$15,000. Shares available - price of used car. PPJ 2012. See website for details, www.TongalslandProperties.com. Email jg@TongalslandProperties.com.



32-FT FAR EAST MOD H-28 KETCH. 1965. Richmond. \$12,000 Negotiable. Classic wood family sailboat, everything works, sails comfortably and is beautiful. All equipment included. Was a great project for Dad and sons. (510) 708-9731 or (707) 339-0855 or efgerhardt@gmail.com.

43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. Email alden309n@gmail.com.



36-FT DANISH DOUBLE ENDER. 1926. Sausalito. \$25,000. Custom-built in Nakskov, Denmark in 1926, *Tehani* is a classic example of a Danish double ender. 36' on deck, 9.5' beam, 5.5 draft. Full iron keel. Cutter rigged. 4-yr-old 29hp Yanmar with low hours, new main, gennaker, and staysail. Rebuilt bronze Baby Blake head and refinished interior. 4-yr-old standing rigging. Full boat cover and bronze lifelines. Garmin chartplotter with integrated AIS receiver. Boat is ready to go. <http://picasaweb.google.com/pgaetani/Tehani?authkey=Gv1sRgCJ3btuK3k7LhEg&feat=directlink>. Contact (415) 246-7712 or pgaetani@gmail.com.

MULTIHULLS



44-FT CATANA 44S, 1993. West Coast. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. Currently in Canada heading for California. More at www.mysticrhythmsadventure.com. Contact richard.mysticrhythms@gmail.com.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or brian.j.gibbons@gmail.com.



38-FT OFFSHORE TRIMARAN, 1980. Walter Greene's, Maine. \$77,700. Pro-built foam/epoxy Harris. Free delivery to the Bahamas. Diesel tired, new sails, paint, large double 2 sets of bunkbeds. Delivery possible. Will partner with buy-out/East Coast. Trade trailerable multihull. Pictures on eBay. www.ebay.com. (775) 745-2184.



29-FT CONSER WARRIOR, 1980. Long Beach. \$21,000. Beautiful and very fast. 9.8 Tohatsu-electric start/remote. Autopilot, LED nav. lights. New EP main, 4 jibs, spinnaker. Awlgrip LP paint. Marine head. See us on YouTube at <http://youtu.be/S2nyD3P49A>. Photos at <http://s602.photobucket.com/albums/tt108/Warrior29>. Contact (213) 840-2521 or soulsul@verizon.net.

46-FT PIVER VICTRESS, 1967. Moss Landing. \$9,800. 40hp diesel, good sails, Furuno electronics, new aluminum masts and rigging. Rebuilt all 3 hulls. Boat in good condition, preparing for long voyage. Plans changed must sell. Contact John after 5PM. (831) 236-0527 potroast4me@aol.com.

POWER & HOUSEBOATS



37-FT HERSHINE, 1979. Emeryville. \$79,900. This is not a project/fixer upper boat. She's ready now to cruise to Mexico or Alaska, or live aboard. Roomy, tri-cabin with too many recent upgrades and extras to list. Hauled and bottom painted, Jan 2011. Full electronics include radar, GPS/plotter, autopilot w/remote, wind, depth, and VHF w/MMSI. Electric windlass. Complete CG safety package. Galley, hot water, 2 heads with showers, cabin heater, holding tank monitor, lots of storage, exterior canvas covers and bug screens. Single 120hp Lehman diesel. Cruise at 6-8 kts at 2-3 GPH. Stern thruster. 200 gallons water; 350 gallons fuel. Transferable slip. Contact jhbueto@surewest.net for picture album, recent upgrades, and complete spec sheet.

43.5-FT LABELLE TRAWLER, 1983. Sausalito. \$125,000/obo. 360 view side tie adjacent to open space. Diesels w/500 hours, 7.5 Onan. Roomy glass-enclosed sundeck. Full canvas. X-large custom galley. Master has walkaround queen, tub + private guest stateroom with large bed, head. Outstanding workmanship/condition. May finance or trade. (415) 999-5626.

45-FT BAYLINER & SLIP, 1987. Pier 39. \$259,950. Think outside the box. 2 bedroom, 2 bath boat and slip at Pier 39 G Dock. Panoramic views of the Bay and City, front row seat for America's Cup from Sky Lounge. Contact (925) 628-9700 or envinnov@comcast.net.



20-FT SEACRAFT, 2002. Sausalito, CA. \$14,995. Aster Angler Lefty Kreh edition. Sale includes 150 Merc Optimax OB, Tidewater braked dual axle trailer, Garmin GPS, VHF radio and all gear. Selling to buy a sailboat! All serious offers considered. Contact (415) 847-9088 or christopherlacey@gmail.com.

35-FT CHRIS CRAFT CATALINA. Sundeck, 1981. Sausalito berth. \$24,000/asking. Totally remodeled, clean, large salon and master w/large closet, separate shower in head. Great for home, floating office, cruiser. Good Chevy V-8's. Secure Sausalito berth, close to parking and tiled showers. May finance, lease option, or trade. (415) 999-5626.

PARTNERSHIPS

SOUTH BEACH HARBOR. San Francisco. 30-ft Newport. 60K improvements, 12K 2/3 long-term partnership. Prime 32-ft leeward slip (chosen for City view and privacy) with large Pier 40 storage shed. Spending increasing time overseas. I will reply when in USA. (415) 308-1231 or gildelara@yahoo.com.



NEW BOAT PARTNERSHIP. I am constructing a 4-member partnership for a new cruising yacht in the 40-45-ft range. Serious equity partners/potential sailing friends welcome to respond. The general specs are \$60k +/- in equity and a 1/4 share of monthly expenses, for time split equally among 4 co-owners. This is a straightforward equity share for a new boat. If interested email me at ajcascardi@berkeley.edu or call (510) 282-5395.

CATALINA 42 MKII PARTNERSHIP. 3-cabin fully equipped for cruising, full electronics, SSB, watermaker, bimini, heater, liferaft, many more extras. Excellent condition and well maintained, Baja ready. 1/4 ownership for \$32,500 or offer. (925) 708-9547 or jlpioe@gmail.com.

BENETEAU 393 PARTNERSHIP. Sausalito. \$300 - \$525. 2002. Very clean, 39-ft fast cruiser. Sausalito main harbor. Full electronics, good sails, jib furler. Diesel, windlass. Roomy, well-appointed interior. Owners model. Sails great. 1/8 or 1/4 timeshare. Contact (415) 332-4401 or 393@marigotgroup.com.

SAGA 409 PARTNERSHIP. SFYC. Equity ownership in new Saga 409. Semi-custom Tony Castro design built by Westerly Marine. Vacuflush, flat screen TV, microwave, wine cellar. Electric halyard/main sheet winch. Fast, easy to sail. Call or email for pics and specs. (415) 298-2080 or george@kiwi-properties.com.



CATALINA 30 SHARE. Sausalito. \$300/month. Docked in the best Marina in the Bay, w/free parking just steps to boat, 5 minutes to Bay sailing. Many upgrades: preferable inboard diesel/wheel/newer performance mast/spars, furling, Max-Prop, GPS, spinnaker, new cushions. Share \$300 month for 6 days a month plus bonus. Contact (415) 332-5442 or Leeloves2sail@hotmail.com.

BOAT SHARE FOR SALE. in established sailboat partnership: 1966 Ericson 35-ft sloop *Escape* is a well-maintained boat with a stable, safe design. She has classic lines and lots of exterior teak, with roller furling jib, lazy jacks and Atomic 4 engine. Excellently suited for day sails and overnights on the Bay and nearby coastal waters. She is berthed at the Richmond Yacht Club (RYC). New partner would have to join RYC per club rules. Interested parties contact Richard Seals (days & evenings): (510) 528-3123.

FAMILY BOAT SHARE. Berkeley or Pt. Richmond. \$10,000. Looking to form a 3-family partnership to purchase and share a quality used 30-35' boat (sail or trawler). Boat will be equipped for Bay and Delta family use (dinghy, safety gear, Dora DVDs, 2 gallon box of Goldfish...). Boat prices are at all-time lows, now is a great time to give your family the gift of boating! Our kids are 7 and 4. Buy-in around \$10k, monthly around \$250/family. Please call Robert at (415) 640-2416.



SOUTH OF THE BORDER

SAILING THE SEA OF CORTEZ. in La Paz, sailing with a MacGregor 26X or Herreshoff 28. More at www.sailing-baja.com. Contact (011-52) 612-123-5440 or info@hacienda-sol.com.



PLAN YOUR MEXICO GETAWAY NOW. at the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call: Dona de Mallorca at (415) 599-5012.

WANTED

SAILDRIVE, VOLVO 110S OR 120. Bay Area. \$ Will pay for quality. Bought boat with trashed saildrive, will pay for good replacement. Please help me restore a good little cruiser. While I don't have unlimited resources, I've saved for this. (559) 917-0126 or patrick.padilla@hotmail.com.

GEAR

HRO SEAFARI ESCAPE 200. DC watermaker. Redwood City. \$2,900. 8GPH, low electrical draw. Automatic flush, cruiser tested in Mexico/South Pacific. Fresh seals, full set of spares, extra feedpump, filters and cleaning/storage chemicals. Installed and ready for demo. (650) 575-9194 or fyfm2008@gmail.com.

74-FT MAST. Designed for catamaran. Best offer. (415) 269-5165.



OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 544,000 miles and 69 years of experience. www.mahina.com • (360) 378-6131

MULTIHULL YACHT DESIGNER • MARINE SURVEYOR

John R. Marples, CMS • Certified, National Association of Marine Surveyors
Multihull Design Specialist • Pleasure and Commercial
Design office for Jim Brown Searunner, Seaclipper & Constant Camber Multihulls
www.searunner.com • (707) 343-1378 • marplesmarine@comcast.net

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior
Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
Reasonable Rates • (415) 331-6718 • References Available



Get the Reliable, Powerful Wheel Pilot

Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption

831-687-0541

www.cptautopilot.com



*A Sailor's
Consignment
Chandlery*

NEW & USED BOAT GEAR

Open Tues.-Sat. 10 to 5 p.m.

510-769-4858

Located at Grand Marina

www.bluepelicanmarine.com

COMPUTER ABOARD?

CAPN & Digital Charts
AIS • WiFi • Cellular Amps
SatPhones: Iridium & Globalstar
HF SSB Radio & Pactor Modems
Wireless E-mail



SEATECH SYSTEMS™

800.444.2581 • 281.334.1174
info@sea-tech.com • www.sea-tech.com

Call for Info on SeaTech Packages and CAPN Demo Disk

Mathiesen Marine

For all of your electronics and electrical needs

*Sales & Installation of all major brands
of marine electronics*



GARMIN
AUTHORIZED INSTALLER

Corrosion issues, Inverters, Battery Banks

Visit our showroom located at
3300 Powell Street, Emeryville

(510) 350-6622 www.MathiesenMarine.com



HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

**GENTRY'S
KONA MARINA**

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

TOLL FREE **888-458-7896**

www.gentryskonamarina.com

The friendliest boatyard in Hawaii

OUTBOUND 46 FULL BATTEN MAINSAIL. boom, track, vang, \$5,500. Outbound 46 upgrading to in-boom furling: Mainsail 7.7 Hood Vektron sailcloth, 52.00 X 18.50 X 54.00, 3 reefs, 6 full length battens, Antal 50 series batten hardware and Antal 50 series track slides, Sparcraft clear anodized boom and boom goose neck with 3 internal reef sheaves at aft and forward boom ends, three reef lines, internal clew outhaul with purchase, Sparcraft rigid boom vang with purchase, vang lug on boom, boom preventer pad eyes on the boom, 53.00' Antal series 50 batten traveler track for back of the mast with Antal sail slide gate, EZ-JAX lazy jack system, standard mainsail cover and Hood Easi-Stow cradle mainsail cover. Gear in San Diego, CA. Contact Robin. (415) 332-4104.

WATERMAKER. Richmond Marina Bay. \$1,400. Watermaker, Katadyn Survivor 35, manual. Newly purchased several weeks ago for a cruise. Never used or tested. See West Marine catalog price of \$1,899 on page 484. New unit, not a remanufactured unit. dougissurveyor@hotmail.com.

ELECTRIC PROPULSION SYSTEMS. \$25,000. Two new, complete OSSA Powerlite systems. Each system includes 25kw generator, 27hp motor, touch-screen, throttle control, distribution box, wire, pumps and manuals. Original cost approx \$75,000 each. Will sacrifice for \$25,000 each or \$45,000 both (for catamaran). electricprop@gmail.com.

BAJA AWNING FOR 30-FT SAILBOAT. Alameda. \$750. New Baja awning from Pacific Canvas. Used twice and only in dock. Cost \$1,500, will sell for \$750. Grey. Extra aluminum pole plus removable side curtains. Stows easily. Perfect for cruisers. (209) 988-6107 or bill911@yahoo.com.

50-W POLYCRYSTALLINE SOLAR PANEL. \$250. New in box. Contact Rob in Sausalito at svsilentsun@yahoo.com or (503) 490-3305.

TRAILERS



CUSTOM LOADMASTER sailboat trailer. Berkeley, CA. \$9,000/obo. '08. 30' x 8'. Sling/ramp launch. Movable bunks. Built for 24' 8k# boat. Elec-hydraulic brakes w/flush system. Stand. 7 pin. All LED lighting. Excellent condition. <http://goo.gl/QDFW6>. Contact (415) 448-6269 or standardhuman@gmail.com.

CLUBS & MEMBERSHIPS

SINGLE SKIPPERS AND CREW of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, raft-ups, invaluable onboard training, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club, www.bbysc.org. Social; 6:30 pm. Meeting; 7:30 pm. Guests welcome. More info at www.singlesailors.org. (312) 402-3663.

CN ULTIMATE MEMBERSHIP-20% OFF. Alameda, CA. \$7,950. Save \$2,000 off the Ultimate membership from Club Nautique. Regular price \$9,950. Includes all powerboat and sailing classes. Identical privileges, classes, features and benefits as buying direct from Club Nautique - just \$2,000 cheaper. I moved to Texas - can't use it anymore. www.clubnautique.net/sailing/membership/types.html. (925) 998-1995 or sean@keef.com.

NON-PROFIT

MARIN SAIL AND POWER SQUADRON. 50 years offering tuition-free safe boating classes, USCG approved. Our next class will be held on September 13, 15, 20, 22, 27, and 29. Final exam is on Oct. 4. Classes and final exam meet from 7-9 p.m. at the same location, the Cal Education Center, 789 North Hamilton Parkway, Novato. Textbook and materials: \$45. For registration and information, please call: (415) 924-2712. More info at website: www.usps.org/marin.

PROPERTY SALE/RENT

LOT WITH BUILDING PERMIT. Southern California, Laguna Beach. \$445,000. Spectacular ocean views beyond Catalina Islands from two adjoining lots. Two blocks to surf's edge. 10 minutes north to Laguna Village Center. 15 minutes south to Dana Pt. Yacht Harbor. City approval for two homes, each with 3 bedrooms and 3 1/2 bath. Contact (510) 843-4406 or esp3za@gmail.com.

APT FOR RENT IN SAN FRANCISCO. Noe Valley at Dolores St & Liberty. 700+ sq. ft. fully furnished penthouse. Complete kitchen, queen, utilities included. Great view. Quiet and convenient to public transportation. Non-smoker, no pets. Call Crystal at (415) 793-5546 or email castro126@gmail.com.

BERTHS & SLIPS

OWN YOUR SLIP IN EMERYVILLE. Best offer. 40x13.5 upwind slip in Emery Cove is for sale or lease to own. Free parking, Wi-Fi, excellent and secure facilities with easy access to sail Central Bay. Contact greg@amplifiedanalytics.com or (415) 742-2580.

Sail, kayak, whale watch, or explore the majestic San Juan Islands! Relax or take the helm aboard our 45' Jeanneau in the pristine Pacific Northwest.



Learn to sail from an experienced USCG captain.

4 guests max, 2 cabins - each with own head.

www.nwcharters.net



YOGA ON THE WATERFRONT IN SAN RAFAEL

Owner Julie Lucchesi is an avid sailor whose yoga classes uniquely address the needs of sailors.

\$15 drop in or 8 classes for \$88. www.bowyoga.com, (510) 333-8846 or yogaforu2009@gmail.com.



36 FOOT SLIP SAN FRANCISCO. \$6,500. Pier 39 C-dock. Privacy and spectacular views 360. Includes discount parking card (\$6 per 24hr) + other perks. 2 minutes out into the best sailing in the world. Away from sea lions. Contact (916) 474-4016 or lp.knapp@comcast.net.

SLIPS AVAILABLE. Aeolian Yacht Club, 20'40' @ \$4.76 a foot. MUST be a club member. Join Aeolian now and bring in your boat. Initiation fee reduced to \$100 during our Membership Drive through October. Call (510) 456-5911 or (510) 769-9205.

50-FT PRIME SLIP PIER 39, SF. \$50,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. Contact scorch@tempest-edge.com or (559) 355-6572.

CREW

NEED CREW??? I sailed to Cabo last November and would like to go again, but my boat isn't ready. Looking for a new adventure. Will pay my expenses. References and sailing resume upon request. Contact lyricschopper@hotmail.com or (209) 609-5350.

EXPERIENCED CIRCUMNAVIGATOR. Schooner - seeks select crew for two challenging passage legs: Brazil to South Africa - October-December 2011; and South Africa to Australia - January-March 2012. Intermediate stops planned enroute, south Atlantic and Indian oceans. Must be healthy and fit with some experience, participate fully and share expenses. Contact Mike Johnson. (505) 466-6326 or cfays@earthlink.net.

JOB OPPORTUNITIES

TECH SUPPORT. San Rafael. Spectra Watermakers is hiring a f/t employee in the tech support department. Candidate should be a highly motivated self starter with a willingness to learn. Organization, technical knowledge, computer skills, fluency in English, and articulate are imperative. This position requires the ability to convey complex ideas and procedures to non-technical customers via email and phone. Prior knowledge of our systems a plus. Contact our email address: jobs@spectrawatermakers.com with a resume and cover letter.

FULL TIME TRAVELIFT OPERATOR. KKMI, Pt. Richmond, CA. Ideal applicants are experienced in Travelift and heavy equipment operation/maintenance. Download application from website; email or fax: 510-235-4664 or drop at office: 530 W. Cutting Blvd, Pt. Richmond, CA. www.kkmi.com/contact/application.pdf. Email mary@kkmi.com.

VALLEJO BOAT WORKS. Hiring experienced techs for all around boat repair. Email resume and/or written description of experience to: vallejoboatworks@yahoo.com.

SAILBOAT REPAIR TECHNICIAN needed for OCSC's sailing fleet. Sailing background and sailboat repair background required. Full time, permanent, some weekends will be necessary. Pay \$15/hour after a one month training period. For more information, and to apply, please email a cover letter with the skills you possess and a resume to bill@ocsc.com. Please visit our website for more information about us at www.ocsc.com.

ENTRY LEVEL SAILBOAT CARE personnel wanted. OCSC Sailing, located in Berkeley, is looking for bright, enthusiastic, entry level personnel to inspect and clean boats and provide general support to the business. Position is seasonal, through November. Sailing experience helpful, but not required. Pay is \$8.00 to start and \$10/hour after a brief training period of two weeks. Weekend and weekday work available. Basic Sailing classes are included. Visit our website to learn more about us: www.ocsc.com. Please respond with a resume by email only to bill@ocsc.com.

MARINE TECHNICIAN. Hirschfeld Yacht is a Bay Area leader in the sales, repair, service, installation, and customization of marine diesel engines and generators. We are looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Experience with gas and diesel engines ranging from 10-300hp, inboards and outboards. Experience with manufacturers such as Mercruiser, Mercury, Honda, Yamaha, Beta Marine, Yanmar, Perkins, Volvo, or Universal. Expertise in electrical systems with a solid understanding of electrical fundamentals. Clean background check. Must have a California driver's license and car/truck. Must have own tools and mobile tool kit/bag. Preferred qualifications: ABYC Certifications, manufacturer specific certifications, gas/diesel technology certifications, electrical certifications. For more information and to apply, email: hycbetawest@gmail.com.

BUSINESS OPPORTUNITIES

MARINE CANVAS BUSINESS. For sale. Owner retires from the most successful Marine Canvas business in the Bay Area! 25 year reputation at a great waterfront location. Turn key operation with 90 days of training available to qualified buyers. Business offered at \$150K with a 6-week backlog of work orders and deposits in hand. Please send inquiries (principals only) to: pcanvas@sbcglobal.net.



RODAN + FIELDS

Prescription for Change ♦ Skin Care Multi-Med Therapy Fun in the Sun while providing healthy skin to last a lifetime
ESSENTIALS SPF 30 ♦ EMPTY BOTTLE GUARANTEE
www.tnh.myrandf.com ♦ www.tnh.myrandf.biz

Latitude 38 Crew Party

Come to our Mexico-Only Crew List Party and Baja Ha-Ha Reunion, Wednesday, September 7, at Encinal YC in Alameda, 6-9 pm.
 Free for 2011 Baja Ha-Ha skippers and first mates; \$7 for everyone else.
 See www.latitude38.com for details.



weatherguy.com

Worldwide Marine Forecasts Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

(866) 882-WXGY (9949) toll free
 (808) 291-WXGY (Mobile)
 (808) 254-2525 (Office)
 (808) 443-0889 (Fax)



970 N Kalaheo Ave
 Suite C-104
 Kailua, Hawaii 96734
info@weatherguy.com

www.weatherguy.com

eMarine Systems

Solar PV /Wind Generators
 High Output Alternators
 Low Power Refrigeration
 Inverters/Chargers/LED's

Located in the heart of Fort Lauderdale's Marina Mile District shipping worldwide.
 Authorized Air X/Air Breeze/Whisper repair center

www.eMarineSystems.com
salesinfo@eMarineSystems.com
 954-581-2505

GRAND
OPENING!



Specializing
in Sail Repair
and Service.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501
 Dominic Marchal • (510) 239-5050
www.marchalsailmakers.com

The Shadow: 30-ft Custom Racing Sloop

One of the last San Francisco-built wooden racing sailboats

- Gary Mull design built at Easom Boat Works Sausalito, 1974; cold-molded Sitka spruce construction
- In 1999/2000 *The Shadow* underwent a complete historical reconstruction for 1½ years at the KKMI yard
- Available for sale or charter

Contact Danielle Lundbaek at
 (415) 398-2655 or
dlundbaek@alliedadministrators.com



KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour. These are unused U.S. government surplus.

Reconditioned by Katadyn **\$950**.
Compare to factory new price: \$1,995.

For more information or to place an order, please call one of our sales reps.

Equipment Parts Sales
In the U.S.: (800) 417-2279
Outside the U.S.: (717) 896-9110



ATLANTIC 57 CATAMARAN™



THE ORIGINAL PILOTHOUSE CATAMARAN
 • Designed for easy shorthanded cruising
 • Spectacular windward performance
 • Cored epoxy/glass/carbon construction
CHRIS WHITE DESIGNS
 TEL: 508-636-6111
www.chriswhitedesigns.com

MORE ENERGY!

KEEP BATTERIES CHARGED!

- KISS wind generators
- Solar panels and MORE

USE BATTERIES EFFICIENTLY!

- LED lights
- Engel fridge/freezers
- Wonder Wash and more



www.svhotwire.com **727.943.0424**

Marine Diesel Specialists

AT YOUR SLIP!



30 years experience • Universal/Westerbeke dealers
Repairs/Tune-ups all models • Engine Surveys, Instruction

BAY MARINE DIESEL

510-435-8870

baymarinediesel@comcast.net

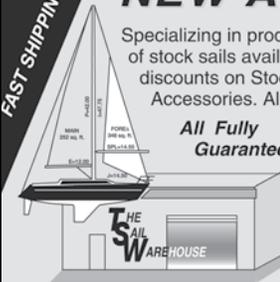
NEW AND USED SAILS!

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top Quality.

All Fully Guaranteed!

- Full Batten Mains
- Furling Genoa's
- Storm Jibs
- Trysails
- Furling Units
- Custom Canvas
- Used Sails

FAST SHIPPING!



THE SAIL WAREHOUSE
Ph. (831) 646-5346 www.thesailwarehouse.com

THE RAMP

BAR OPEN EVERY DAY & EVENING



WEEKENDS

Brunch Served 9:30 am-5:00 pm

LIVE MUSIC

Saturdays ~ Salsa

Sundays ~ International sounds
with Outdoor BBQ 5:30-8:30 pm

WEEKDAYS

Lunch Served 11:00 am-3:30 pm
Happy Hour M-Th 5:00 pm-7:00 pm

(415) 621-2378

855 Terry François St., San Francisco
www.theramprestaurant.com

VOLVO PENTA

ENGINES • PARTS • SERVICE

We Ship Anywhere

1-800-326-5135

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

Call us for your nearest Volvo Penta dealer
1-800-326-5135

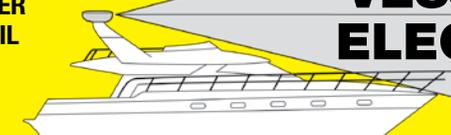
HELMUT'S

MARINE SERVICE INC

AUTHORIZED POWER CENTER

Mobile Marine Navigation
Installations and Marine
Electrical Work
POWER
& SAIL

VESSEL ELECTRIC



GARMIN
certified installer

Raymarine
certified installer

Milltech Marine AIS

NavPod

Brian Theobald • (415) 424-2204 • vesselelectric@yahoo.com



Start Line Strategies

Winning Legal Planning
for Sport Programs

10 years America's Cup Experience

Sponsor & Venue Arrangements • Crew Contracts
Vessel Shipping Logistics • Charter Agreements

Ashley Tobin

(925) 324-3686 • amtobin@comcast.net

Expanding (again)...

Announcing **OFFICE EXPANSION**
Additional space for better service.
Stop by!

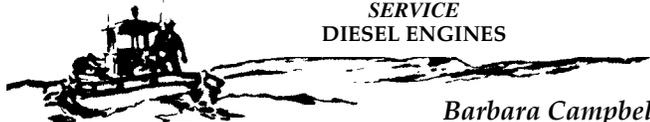


1230 Brickyard Cove Rd #102, Pt Richmond, CA
www.easomrigging.com (510) 232-SAIL (7245)

GOLDEN STATE DIESEL MARINE

PARTS
YANMAR • UNIVERSAL • WESTERBEKE
PERKINS • ISUZU • PATHFINDER • ATOMIC 4

SERVICE
DIESEL ENGINES



Barbara Campbell

351 EMBARCADERO
OAKLAND, CA 94606

(510) 465-1093

KISS-SSB

The Simple, Proven
Marine SSB
Ground Plane



- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See www.kiss-ssb.com for more info or to order.

ADVERTISERS' INDEX

AB Marine..... 56	Boats Afloat Show on Lake Union..... 35	Diesel Fuel Filtering 168	Harbor Island West Marina 119	Lifeline Batteries 66
Almar Marinas..... 59	Boomkicker 161	Downwind Marine..... 40	Harken 24	List Marine Enterprises 69
Alpha Marine Systems..... 105	BottomSiders..... 161	Doyle Sails 47	Helmut's Marine Service.... 172	Loch Lomond Marina..... 108
Antares Yachts 70	Brion Toss Yacht Riggers... 127	e Marine Systems 171	Heritage Marine Insurance..... 69	Long Beach Boat Show 50
Aqua Marine 62	Brisbane Marina 113	Easom Rigging..... 173	Heritage Yacht Sales..... 177	Lowrie Yacht Harbor..... 63
Bacon Sails & Marine Supplies..... 127	BVI Yacht Charters..... 140	Embarcadero Cove 71	Hirschfeld Yachts 30	Makela Boatworks..... 168
Baja Ha-Ha Beach Party ... 117	CYOA Yacht Charters..... 141	Emery Cove Yacht Harbor... 65	Hogin Sails..... 26	Marchal Sailmakers..... 171
Baja Ha-Ha Sponsors 121, 122, 123	California Yacht Sales..... 175	Emeryville Marina 157	Hood Sails..... 31	Marin Convention & Visitors Bureau 65
Bay Island Yachts 4	Chula Vista Marina 158	Equipment Parts Sales..... 172	Hotwire Enterprises..... 172	Marina Bay Yacht Harbor ... 51
Bay Marine Boatworks..... 49	ChuteScoop 161	Essex Credit Corp..... 32	Hydrovane..... 156	Marina de la Paz 116
Bay Marine Diesel 172	City Yachts..... 11	Farallone Yacht Sales..... 13	Island Yacht Club..... 18	Marina El Cid 159
Berkeley Marina..... 39	Clipper Yacht Harbor..... 109	Flying Cloud Yachts 175	Jack's Diving 64	Marina Puesta del Sol..... 156
Berkeley Marine Center 41	Club Nautique 44	Fortman Marina 127	JK3 Nautical Enterprises 33	Marina Riviera Nayarit..... 12
Beta Marine Engines..... 30	Conch Charters..... 140	Forum Marine..... 20	KISS-SSB/Radioteck 173	Marina Village..... 8.9
Blue Eagle Products 67	Cover Craft..... 68	Garhauer Marine..... 29	KKMI - Brokerage..... 177	Marine Engine Company.. 168
Blue Pelican 170	Coyote Point Marina..... 118	Gentry's Kona Marina 170	KKMI - Boatyard 180	Marine Outboard Company..... 34
Blue Water Yacht Insurance. 52	Cruising Yachts 7	Gianola Canvas Products..... 143	Kissinger Canvas..... 73	Mariner's General Insurance 102
Boat US Insurance 97	Davis Instruments..... 71	Golden State Diesel Marine 173	Landing School, The 106	Maritime Institute..... 72
Boat Yard at Grand Marina, The 19	Department of Boating & Waterways 23	Grand Marina 2	Lee Sails 166	Marotta Yachts 178
	DeWitt Studio 161	Hansen Rigging 91	Leukemia Cup 126	

CONTINUED

JUST YOU AND THE SEA...



...and the jacuzzi,
the 80-ft long pool, the surf,
the Punta Mita anchorage, and the 4-mile distant
Tres Marietas Islands

Punta Mita Beachfront Condos

Call Doña de Mallorca for reservations!

1.415.599.5012

www.puntamitabeachfrontcondos.com

ADVERTISERS' INDEX – cont'd

Mathiesen Marine	170	Ocean Breeze Tours	143	Raiatea Carenage Services	103	Shadetree Fabric Shelter ...	160	Ventura Harbor Boatyard...	158
McDermott Costa Insurance.....	60	Opequimar Marine Center	154	Ramp, The	172	South Beach Harbor	16	Vessel Electric.....	172
McGinnis Insurance.....	154	Outboard Motor Shop	73	Richardson Bay Marina	10	South Beach Riggers.....	43	W.D. Schock Corp.	67
Michael Wiest Yacht Sales	176	Owl Harbor Marina	96	Riverside Marine Transport, Inc.	175	Southbound Solar	105	Weatherguy.com	171
Milltech Marine Inc.....	48	Oyster Cove Marina.....	90	Ryan's Marine.....	168	Spectra Watermakers	143	Wedlock, Ramsay & Whiting Marine Surveyors	166
Minney's Yacht Surplus	166	Pacific Crest Canvas	61	Sail California.....	14, 15	Star Marine Electronics	73	West Marine.....	22, 57
Modern Sailing School & Club	71	Pacific Cup Yacht Club.....	137	Sail Warehouse, The	172	Start Line Strategies	173	West Marine - Rigging.....	46
Multihull Company, The	176	Pacific Rigging	97	Sailrite Kits	54	Stem to Stern	72	Westwind Precision Details..	43
Mystic Stainless & Aluminum, LLC	62	Pacific Yacht Imports.....	6	Sal's Inflatable Services.....	104	Sterling Associates	175	Whale Point Marine Supply	28
Napa Valley Marina.....	61	Pantaenius America, Inc. ..	166	San Francisco Boat Works	63	Svensden's Boat Works	25	White, Chris Designs	172
New Era Yachts.....	176	Paradise Village.....	45	Scandia Marine	61	TMM Yacht Charters	141	WinchRite/Sailology	116
Niello Company.....	21	Park Presidio Marine	160	Scanmar International	65	Tohatsu Outboard	120	Yacht "The Shadow"	171
Norpac Yachts	179	Pasha Hawaii	136	Schaefer Marine	67	Tradewinds Sailing School	55	Yachtfinders/Windseekers ..	10
North Beach Marine Canvas	43	Passage Yachts.....	5	Schoonmaker Point Marina	38	Trident Funding	27	Zarcor.....	58
North Direct Sails.....	60	Pier 32 Marina	155	Sea Frost	64	Twin Rivers Marine Insurance.....	68		
North Sails	36, 37	Pier 39 Marina	42	Seacoast Marine Finance....	10	US Sailing	69		
Northern California Fall Boat Show	53	Pineapple Sails	3	Seashine.....	63	Ullman Sails.....	142		
		Punta Mita Beachfront Condos.....	174	Seatech	170	Vallejo Marina	97		
		Quantum Pacific.....	17			Variprop USA	66		
		Quickline.....	159						

Remember to tell 'em...

*Latitude
sent you!*





Flying Cloud Yachts



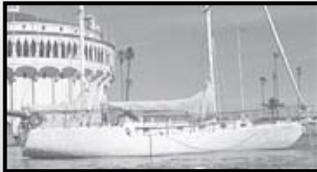
**Johns
Christian**

6400 Marina Drive
Long Beach, CA 90803

Sail • BROKERS • Power

www.yachtworld.com/fcyachts
flyingcloud@verizon.net

Phone (562) 594-9716
Fax (562) 594-0710



62' CUSTOM HARTLEY, 1979 \$275,000



36' ISLANDER SLOOP, 1973 \$15,000



46' SWAN, 1984 \$229,000



35' COLUMBIA 10.7 \$45,900



39' WESTSAIL, '83 \$50,000



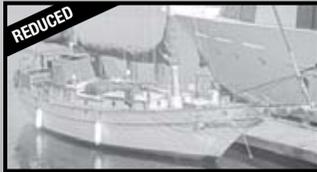
34' CATALINA MkII, '01 \$88,500 & '87 \$48,500



28' CAL sloop, '86 \$24,500



34' PACIFIC SEACRAFT, '88 \$99,500



41' FORMOSA CLIPPER, '80 \$79,500



44' HARDIN, new LP paint \$99,000



GEMINI CATAMARANS 3 available



42' KIWI, '84 \$34,000

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.com

Boat Loans



Marine Financial Services

Same people, same places,
new name, new look!

Dimen Financial is now
Sterling Associates. Now
you can look to Sterling for
the best rates and terms.

bill.boatloans@gmail.com



Northern
California

Bill Kinstler

(866) 486-2628



49' Custom CC 'Seayanika', '04
A bluewater cruiser. CG-certified.
Ready to go. \$289,500



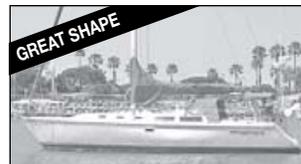
49' Dufour Prestige, '95
Great performance under sail
and at anchor. \$139,500



46' Hunter LE, '05
Only 145 hours on her Yanmar.
Asking \$229,550



46' Hunter, '00
Huge layout and powerful sailing
style. All for \$195,000



42' Catalina MkI two cabin, '92
A comfortable coastal cruiser.
Asking \$113,000



38' Baltic, '84
Created with quality Finnish crafts-
manship. Built for the sea. \$85,900

Fully insured
Local & long distance



**Riverside Marine
Transport Inc.**

ICCMC# 624516

Contact Wayne Harris for efficient, safe yacht transport:

(941) 713-4134

www.largeboathaulers.com

wayneharrisflhome@earthlink.net

6150 State Road 70 E., Bradenton, FL 34203



(619) 295-9669 • www.californiayachtsales.com



THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE

www.multihullcompany.com

Let the world's largest international catamaran and trimaran brokerage, The Multihull Company, assist you with the purchase or sale of a multihull anywhere in the world.

The Multihull Company offers several distinct differences, from its pioneering buyer/broker program developed by founder Phillip Berman, himself a World Champion catamaran racer and author, to its international print advertisements that reach just the right buyers and sellers of catamarans, to its monthly newsletters that actually help readers understand the market, the latest trends in sailing, and even tackle the recent controversies about electric engines, helm station placement, daggerboards versus keels, etc., to our powerful online presence and social media know-how and U.S. and European boat show participation.

Visit us at www.multihullcompany.com and see why The Multihull Company is truly the choice for sailors around the world. We offer even the casual browser the means to understand the market with expert videos, articles and an extensive selection of catamarans and trimarans listed for sale.

FEATURED WEST COAST LISTINGS



43' CANTANA, 1999
San Francisco, CA
\$375,000



46' DOLPHIN, 2006
Half Moon Bay, CA
\$529,000



40' FUSION, 2010
Vancouver, BC
\$495,000



48' LOOPING
Sea of Cortez, Mexico
\$490,000



53' CATANA, 1994
Newport Beach, CA
\$459,000



35' FP TOBAGO, 1994
Bainbridge Island, WA
\$149,950

SAN FRANCISCO SEATTLE FT. LAUDERDALE CHARLESTON FRANCE TURKEY TRINIDAD TORTOLA ST. MARTIN

Ph: 215-508-2704 Fax: 215-508-2706 email: info@multihullcompany.com

Michael Wiest Yacht Sales QUALITY PRE-OWNED SAILBOATS



44' NORDIC, '80\$219,000



44' HUNTER DS, '05\$199,000



41' BENETEAU, '99\$119,000



37' TAYANA CUTTER, '84\$114,000



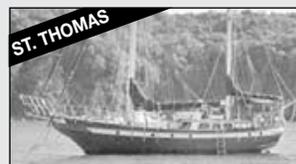
34' CATALINA, '86\$35,000



34' SAN JUAN, '84\$28,500

CHECK THEM OUT AT
www.mwiest.com

then call (510) 601-5010 • Emeryville, CA



51' FORMOSA, '79
Already there! Ready to cruise
the Caribbean. \$150,000



46' MORGAN, '81
Like new condition! Wonderful
cruiser. Now only \$153,000.



42' CATALINA MKII, '03
Three staterooms, rigged and
ready to sail. Just \$195,900



36' CATALINA, '89
Caring owner, well maintained.
Priced to sell at \$53,900.



35' HUNTER 35.5
Well equipped, AC, heat and more.
Only \$64,500



32' ENDEAVOUR, '81
Stout Bay cruiser and liveboard.
\$26,000

MORE ON OUR WEBSITE: www.newerayachts.com



2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
sales@newerayachts.com • boatman@sbcglobal.net
(510) 523-5988 • www.newerayachts.com

(510) 236-6633
www.kkmi.com

Fax: (510) 231-2355 • yachtsales@kkmi.com
530 West Cutting Bl., Pt. Richmond, CA 94804



HYLAS 49 (2003) S&S-designed world cruiser, thoughtfully set up for offshore, shorthanded sailing, safety, comfort and low maintenance. Lightly used. **\$475,000**



NELSON MAREK CUSTOM A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition. **\$1,000,000**



HYLAS 46 (2002)

Powerful, go-fast cruising yacht for sailors with ambitious plans for comfortable offshore sailing. Set up for short-handed sailing, fully equipped with essentially every option. Meticulously maintained. **\$398,000**



BALTIC 42 DP (1984)

Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29. Asking **\$149,000**



FRERS 50' CUTTER (1947) German Frers, Sr., founder of the Frers yacht design dynasty, designed and built this classic wooden cutter for his own personal use. Without regard to cost, she's been restored and refit to better than new condition and shows true to her sailing heritage. Asking **\$295,000**



HINKLEY BERMUDA 40 MkII Yawl CB (1968)

Bill Tripp design is highly regarded for classic beauty, superb workmanship and quality details. New sails, dodger, intelligently updated. Excellent condition. Asking **\$139,000**



MUMM/FARR-OVINGTON 30 (1997) Solid and ready to sail at the highest level offshore or compete in the upcoming World Championships on SF Bay. Clean, well built, with many upgrades. Join the class today! **\$85,000**



SWAN 391 (1984) A beautiful flag blue Ron Holland design which is very well equipped and has had teak decks, engine and standing rigging replaced, and new sails that have never been used. Many extras. Asking **\$154,000**

HERITAGE
Yacht Sales

Live your Dreams



www.heritageyachts.com

Long Beach-Naples
Newport Beach
San Diego
Wilmington

866-569-2248
877-389-2248
760-402-3868
877-599-2248
Cell 310-995-9989



54' Jeanneau DS, '06 \$519,000



50' Cheoy Lee, '68 \$299,000



50' Santa Cruz, '86 \$159,000



44' Hunter 456, '05 \$249,000



44' Morgan, '05 \$261,900



44' Lafitte, '86 \$159,000



42' Beneteau, '02 \$199,000



40' Valiant, '75 \$134,900



40' Hunter 40.5, '93 \$89,900



40' Adler Fast 40, '82 \$49,500



36' Frers, '82 \$49,900



33' Hans Christian, '88 \$135,000



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com



46' HYLAS, 2002 Center cockpit cutter. Spectacular performance cruiser. Beautifully maintained, top-of-the-line gear. \$398,000

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



45' BENEteau FIRST 45f5, 1993 Farr-designed performance cruiser. Clean, well equipped and a BLAST to sail! \$129,000

See at: www.marottayachts.com



C&C 41, 1987 Very clean example of one of the best racer/cruiser designs ever built. Promises speed and control. \$109,900

See at: www.marottayachts.com



43' BENEteau 430, 1992 Three stateroom, very clean, never cruised or chartered. Transferable slip. Turn key package. \$89,000

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



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

See at: www.marottayachts.com



36' ISLANDER, 1979 Nicest one in YEARS, updated sails, rigging, electronics, cushions, brightwork. Sausalito slip. \$42,000

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

NORPAC YACHTS

THIS IS A GOOD TIME TO SELL! We're Ready To SELL YOUR BOAT NOW -
Just Call!

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801
(510) 232-7200 • FAX (510) 232-7202
email: info@norpacyachts.com

FOR MORE
SEE OUR
norpacyachts.com
WEBSITE



LIKE NEW

35' MERIDIAN 341 Barely used (less than 230 hrs), she's ready for all the pleasures the Bay, Delta & Coasts have to offer, while maintaining luxury & performance expected from Meridian. Meticulously maintained; she is an exceptional value. Asking **\$169,000**



REDUCED!

OLSON 30

A great racer/cruiser in nice shape, with lots of goodies and a galvanized trailer. See our website at www.norpacyachts.com for vast equipment list and many more photos. Now asking **\$13,950**



IN SAUSALITO

48' DUTCH CANAL BOAT by deVries Lentsch. Steel. Unique, comfortable cruiser for Bay/Delta. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, MORE! LIVE-BOARD. A GEM! REDUCED: Asking **\$199,950**



GOOD CLASSIC

33' LAKE UNION DREAMBOAT CLASSIC by Blanchard. New Yanmar diesel, fresh finish, new bottom, largely restored. Covered Alameda berth and MORE! Great, solid classic cruiser. Asking **\$23,950**



65' Wm GARDEN LONG RANGE TRWLR YACHT Steel construction, F/B & lrg pilothouse, sun deck, lrg salon area, aft canopy, twin dsl., genset, watermaker, much more. Fully operational. Interior/trim not fully finished. A browny cruiser robustly built. Asking **\$245,000**



BARGAIN!

30' HUNTER Sloop. She is in wonderful condition; super clean and super nice. Just a really great boat that is equipped and has been cared for correctly. Yanmar diesel, wheel, roller furling, plotting GPS and MORE! *Harmony* is a GREAT VALUE at... Asking **\$14,000**



30' RAWSON Sloop. Pilothouse/hard dodger model. Isuzu diesel, roller furling, very clean interior, enclosed head and MORE! These Wm. Garden-designed world beaters are famous for their exceptionally strong construction, reliability and ease of maintenance. GREAT BOAT! Asking **\$24,850**

Visit us at BEAUTIFUL & FRIENDLY Brickyard Cove Marina

SAIL
100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!! Try 885,000
88' TURKISH GULET ketch. Huge & luxurious. New dsl, 7 S/Rs +crew +... Asking 349,900
58' ALDEN Boothbay Ketch. Center PH cockpit, aft S/R, dsl, heavy glass, world cruiser. AWESOME! Asking 268,950
54' HERRESHOFF center cockpit ketch. F/G, dsl, loaded bluewater cruiser. Asking 199,500
41' CT-41. Exquisite example of this revered Garden design with many custom features. Fiberglass, big diesel, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration and much MORE! MUST SEE. Asking 78,950
38' FARALLON CLIPPER #14 by Stephens Bros. Classic Master Mariners winner in outstanding condition Asking 45,000
36' ISLANDER Sloop. Diesel, wheel, furling, self-tailers +... Asking 34,950
35' MAGELLAN Sloop by American Marine. Diesel, covered liveaboard berth in Marin. A BARGAIN! Asking 11,500

101' STEEL TUG with beautiful SAUSALITO BERTH. Great YTB, operational, fantastic opportunity. Loads of potential. Fabulous value! \$44,950/obo
100' HIGH ENDURANCE ADVENTURE/CHARTER SHIP on eastern gulf coast. Great condition. REPOSSESSION IMMINENT. Was priced at \$1.4 mil. MAKE LOW OFFERS. Act now and you might get her for Less than 1/2 price!
85' CLASSIC TUG, '23 Vancouver Shipyard. Recent CAT V-12 repower. Massive, beautiful and seaworthy. Perfect for Classic Tug Yacht 124,950/offers
62' ELCO 1926 CLASSIC MOTORYACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEBOARD CRUISER. Must see! REDUCED! Offers encouraged!... 124,950
50' STEPHENS 1928 Classic. Twin dsl, F/B, part. restored & operational... Asking 80,000
46' LAKE UNION Classic Cruiser. Covered premium Main berth. New twin diesels, fully rebuilt/restored. Equipped right & ready for sea. This is a wonderful opportunity... 69,995

45' STEPHENS 1929 classic. Beautiful Gatsby-era motoryacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000
45' S.F. BAY CHARTER BOAT w/established & unique business. Owner retiring. COI for 49 passengers. America's Cup is coming - here's your chance Asking 295,000
43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful..... Asking 69,450
42' GRAND BANKS Tvl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent. REDUCED! 79,500
36' SEA RAY 360 aft cabin fly bridge express. Twins. Nice & a GREAT VALUE. Asking 34,950
33' CHRIS CRAFT Cavalier. Fresh twin GMC Marine 350s and MORE! This is a good buy on a good boat..... Asking 9,950
28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300hp V8, economical & 30+MPH reported. Just completely refurbished & refitted to exceptional condition..... Asking 19,950
27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice. Asking 51,950



42' BERTRAM F/B MOTOR YACHT Aft master strn, twin helms, twin dsl, Onan, PH, aft enclosure. Absolutely loaded w/gear & features incl radar, GPS, A/C & heat, washer/dryer & more! Beautiful & highly desirable vessel in beautiful cond. Asking **\$145,000**



MOTIVATED!

24' BRISTOL CUTTER. These sturdy 'pocket cruisers' have earned themselves an admirable bluewater reputation. Equipped right: 3-axle HD trailer, 4-stroke engine, vane self-steering, F-10 heater, new dark green hull, new rigging, solar & MORE! Asking **\$18,950**



PERFORMANCE

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/racer. Loaded with gear & high tech sails. Proven bluewater cruiser & race winner. **\$109,000**



BARGAIN

36' STEEL KETCH by Hartog. Great builder/great designer! Strong 1985 bluewater cruiser loaded with diesel, radar, genset, watermaker, air/heat, RIB & O/B, O/S raft, windvane, wheel & LOTS MORE! Go anywhere cruiser. Needs some exterior maintenance updating. SUPER BOAT! Try **\$24,950**



RUGGED BEAUTY

84' TRAWLER/CRABBER Excellent adventure yacht conversion candidate. All steel, high endurance, broad shouldered, seagoing vessel built for winter conditions in Bering Sea. 24' beam, loaded w/gear. Asking **\$79,950**



36' ALLIED PRINCESS Sloop. Dsl, wheel, inverter, full keel w/cutaway, famously seaworthy & dependable design, fast & easy handling on & off the wind, exceptionally strong solid glass construction. An excellent cruising boat w/a very comfortable layout. Outstanding value! Asking **\$29,950**



GO ANYWHERE

44' STEEL Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$89,995**



NOW IN GUAYMAS

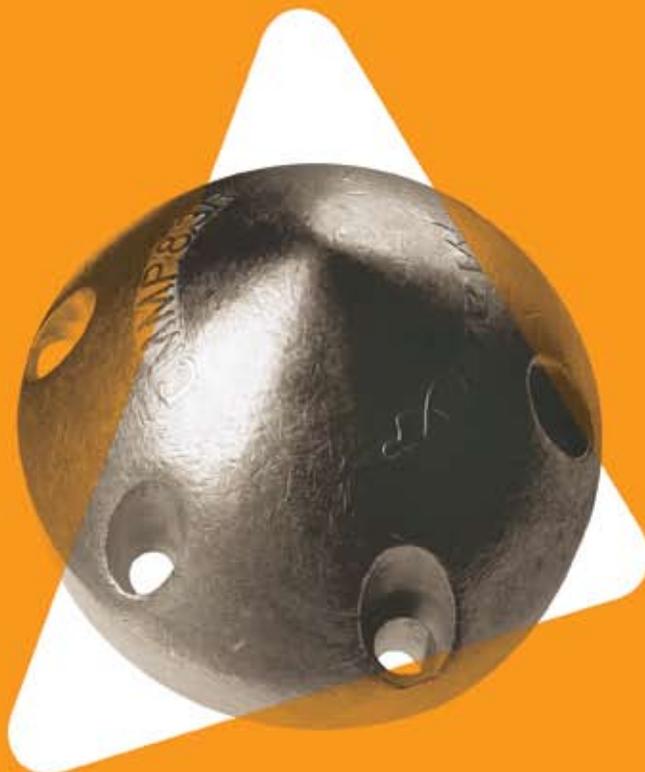
57' BOWMAN Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST; must be seen. Has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate bluewater cruising yacht. Asking **\$174,900**



OWNER RETIRING

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking **\$99,950**

CALL (510) 232-7200 OR FREE (877) 444-5087
OR CALL GLENN DIRECT AT (415) 637-1181
FOR INFORMATION AND APPOINTMENTS



our team didn't make this.

But they know why it works, what it can handle, and how something so very simple is engineered to make your yacht better. Call us today or visit KKMI.com to earn a discount certificate.

