

Latitude 38

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VOLUME 421 July 2012

WE GO WHERE THE WIND BLOWS



JULY 2012

VOLUME 421

MASTER MARINERS REGATTA —

Memorial Day weekend is always a special time of remembrance and family get-togethers, and, for the members of the Master Mariners Benevolent Association, a much-anticipated opportunity to strut their stuff across San Francisco

Light, Alma and others turned out this year, all in fine form.

The mix of yachts entering the regatta changes a little each year, often depending on whether boatyard projects are completed in time. After years spent on a restoration, being able to compete in the regatta is a sweet payoff for an owner's countless hours of labor.

Sometimes the more competitive crews get a surprise. I overheard one second-place winner say he was astonished he hadn't placed first because he hadn't realized how far ahead one of his competitors had

stayed the entire race. *C'est la vie.*

Within the fleet's largest class, Marconi 1 (nine boats), Tim Murison's Island Clipper *Bolero* took top honors. Tim's been racing in the Master Mariners since 1984, apart from taking some breaks when he spent time in the Southern California classic yacht circuit. Tim enjoys the fact that Master Mariners is a group of "like-minded people that take pride in their boats." For him this race illustrates that "you don't have to have an overpriced racing machine to have fun sailing on the Bay." At times there was more wind than his boat generally likes, but it made up for the parts when the wind was light.

Pursuit, the striking M-class sloop that had the final start at 1:05, won the Dead-Eye perpetual trophy for best elapsed time of a Marconi over 30-ft LOD. Ron MacAnnan has owned this 82-ft thoroughbred for more than 50 years, living on her for the first 30 until he retired and moved ashore. At 86 years young, Ron says he's still a slave to his boat, working on it six and a half days a week. In fact, he was recaulking *Pursuit's* deck when I caught up with him several days after the race. Sadly, the big sloop's 10'5" draft prevented Ron from bringing her to the awards party raft-up at Encinal YC.

Peter Haywood of the 48-ft McInnis schooner *Elizabeth Muir* summed up this year's

regatta: "It showed that there is still life in the old boats and the crews that race them. Even though the boats are classics and their crews are somewhat similar — and, of course gentlemanly — when *Bright Star*, *Elizabeth Muir* and *Pursuit* rounded the Southampton mark, the competitive surge was still on display as the distance between them was not more than 4 feet. The yells and calls for room were all in good spirits. It was a day of

Conditions were near-perfect for these heavily built beauties.

great fun, particularly in watching the magnificent *Pursuit* race again and out-point the fleet."

Peter competed in Master Mariners during the '80s on his gaff schooner *Taurua*. Back in the early '60s he knew Babe Lamerdin, who built *Elizabeth Muir*

Below: A bevy of Bird Boats run across the Central Bay. Inset: Class winner 'Sunda' leads 'Credit' to the Blackaller jibe mark.



Seen here crashing through the chop off Crissy Field, the 108-year-old yawl 'Vixen' was this year's T-shirt cover girl.

Bay. After this year's regatta, on May 26, all the skippers I spoke with were happy just to have been racing their boats on that gorgeous day regardless of the outcome — even those who had equipment failures and other glitches. The revival of the Master Mariners Regatta in the mid-1960s was intended to create a eye-popping parade of beautiful classics, and it remains so to this day.

Conditions were near-perfect for these heavily built beauties, with 20-25 knots of breeze on much of the course — enough power to move many boats at hull speed with all their canvas flying. Of the 52 starters, 50 finished.

Seeing the region's wide variety of graceful schooners is always a highlight of the event — *Elizabeth Muir*, *Brigadoon*, *Freda B*, *Santana*, *Bluenose*, *Yankee*, *Gas*

With similar rigs and paint jobs, the scow schooner 'Gas Light' (to leeward) and gaff schooner 'Freda B' reach to the finish.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

CHRIS RAY/WWW.PRINTROOM.COM/PRO/CRAVIVP

STRUTTIN' THEIR STUFF

along with John Linderman. He crewed with Lamerdin on the Olin Stephens-designed 55-ft yawl *Santana* during the time she was owned by Wally Nichols.

In contrast to the large M-1 class, Marconi 2 ended up being the smallest class (two starters) because several boats didn't make it to the starting line, and another had to drop out. Bob Rogers' 35-ft sloop *Sunda* sailed a good race regardless, winning first place and the *Aloha* perpetual. At the awards party Bob was tickled to tell me that the R-Class sloop *Aloha* — the trophy's namesake — has

been successfully restored up north. He'd gone to see her. She was built in 1923 for the commodore of the San Diego Yacht Club, George Gay, who was Rogers' great-grandfather.

The Bird boats and Bear boats keep going strong, with *Curlew* taking first place among the Birds and *Chance* taking first among the Bears. These designs both date back to the early 20th century, and both were created specifically for San Francisco Bay conditions. (Birds will celebrate their 90th birthday later this summer and Bears will celebrate their 80th.)

For Glenn Treser, who's owned and raced his Bear *Chance* continuously for 40 years, the Master Mariners Regatta is one of the highlights of the fleet's racing calen-



Due to electrical problems the Commodore's boat, 'Aida' didn't make her start. But she ran the course anyway — unofficially.

dar each year, and has a great course. Asked about *Chance's* win this year, Glenn said his tight crew gave him an advantage with quick spinnaker sets and take-downs. That was a far cry from *Chance's* past, when she endured life as a mastless ferry boat on Lake Tahoe with a four-cylinder engine installed. Her darkest hour was when she sank as the result of an engine fire. But Jens Hansen bought her from the insurance company for \$25 and did a major restoration in Redwood City before Glenn bought her. He'd crewed on *Magic* previously.

The smaller boat Marconi classes, 3 and 4, both had good turnouts and some fine sailing. The San Francisco Sea Scouts' 30-ft whaleboat *Viking* won M-3, with Linda and Steve Kibler's 31-ft yawl *Vixen* taking the *Homeward Bound* perpetual.

Steve said he got a wonderful lift around the North Tower of the Golden Gate Bridge and was able to lay the line from Little Harding to Blackaller, where there was "big wind." They'd never had their 108-year-old beauty going so fast before. "The run down the Cityfront with the tides was spectacular. It was exciting to see that many boats out, but I wish there'd been more."

In M-4, Ted Hoppe's 28-ft Nichols Buccaneer *Black Jack* won first place, with Keith Dunlop and Steven Mavromihalis' Feather Class sloop *Eos* taking the Lyle Galloway perpetual. But probably no one in M-4 was happier to be out racing than Victor Early. He'd spent four years restoring his bright-hulled, 25-ft Pacific Clipper *Olive*, and this was his first MMR. "I had a great crew and we kept her going fast," he said. "It's good that the regatta is just once a year, as it puts a lot of stress on the boat, but it's



MASTER MARINERS REGATTA —

really fun going through the Slot!” Victor is the current commodore of the Encinal YC, which has generously hosted the awards party for years.

In the Ocean class, the regatta saw the return of the 33-ft Sparkman & Stephens speedster *Spirit*. George Kiskaddon’s family had owned *Spirit* until his father sold it forty years ago to Pete Sutter. Since then, *Spirit* has had several changes of ownership, and was sailed far and wide — in the Caribbean, on the East Coast, and elsewhere. Knowing how little headroom *Spirit* has, I asked about the comfort factor: “There’s full standing headroom out the hatch. At sea you don’t stand up,” George explained, adding that

racing her in the regatta was nice and “old fashioned, like a train on railroad tracks.”

There were three Gaff classes. Terry Klaus’ 88-year-old L. Francis Herreshoff schooner *Brigadoon* won Gaff 1 as well as the *Billiken* perpetual. Remarkably, it was Terry’s 35th consecutive MMBA regatta. “It was a good sail, with good weather. We hit 10.7 knots off Alcatraz!” The crew of *Brigadoon* has been together for a long time — some for 35 years, some for 20 — and they are now blending in

some younger crew. “There were great boats out there and it was good to have *Bluenose* in the race,” Terry added.

The 40-ft Chappelle-designed gaff schooner *Bluenose* was brought back to the Bay Area last year by Dennis Peitso. He and several other MMBA members were dock neighbors in the Berkeley Marina a couple of decades ago. Many members also spent time in the Sea Scouts when they were young. Terry Klaus is one of that group, as is Mike Proudfoot. According to Mike those long-term friendships have been based on keeping up maritime traditions. He

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



Clockwise from upper left: ‘Bluenose’ does a little shrimping on the way to the finish; ‘Polaris’ is close in the heels of ‘Briar Rose’; the whaleboat ‘Viking’; trimming for speed aboard ‘Makani Kai’; schooner ‘Seaward’ lookin’ good with all her rags flying; the replica junk ‘Grace Quan’; ‘Spirit’ rounds the Blossom Rock buoy; bright-hulled ‘Chorus’ beats to Blackaller; class winner ‘Bolero’ looking sweet; ‘Sequestor’ shares some of the ‘Iowa’s fanfare; ‘Brigadoon’ roars to her 35th MMR finish; ‘Bounty’s crew trims during the Blackaller jibe.



ARIANE PAUL

ARIANE PAUL



STRUTTIN' THEIR STUFF

and his wife Sue have been together since high school, and have been active in Master Mariners for more than 40 years, first on *Paddy West*, and now with *Farida*. Sue explained that the *boats* are the members in Master Mariners, and because of this you end up with a real cross section of society.

During the race the Proudfoots crewed on *Bluenose*, as *Farida* is currently in Panama, their most recent stop during their ongoing nine years of cruising. A memorable moment during the race was near the finish when *Bluenose* was close to the junk *Grace Quan*. Dennis

startled the latter's crew by shouting out something in perfect Mandarin. At the party we got the translation: "What

Where else can you hang out with people like this?"

the (bleep) is that junk doing sailing so fast?" Dennis says sailing classic boats is the best form of entertainment, and

racing them is great. "There's nothing like Master Mariners. It's as good as it gets. Where else can you hang out with people like this?"

In Gaff 2, the 40-ft Angelman ketch *Makani Kai* took top honors, winning first place and the Kermit Parker perpetual. At the party I noticed some good-natured kidding between her owners, the Inouyes and the Lists, who raced the second-place finisher *Sequestor*, a 36-ft Tahiti ketch built in 1940. Ken Inouye, who has been participating since '85, said this year's regatta was like three different races. There was a parking lot at Little Harding, giving the group an "up close and personal" view of the USS



MASTER MARINERS REGATTA

Iowa as she was escorted out the Golden Gate. After the Yellow Bluff rounding, the breeze picked up, and then increased even more down the Cityfront. another parking lot at Southampton, each competitor used a different strategy to try to stay out in front to the finish line. "It was a fun regatta because we stayed in sight of our competition all day," said Ken.

Patty Henderson, who owns the 55-ft schooner *Aida* with her husband Skip, is the current commodore of Master Mariners. She says the regatta is "an excellent excuse for getting your boat ready for the sailing season. There are very nice people involved in our organization and it's an honor to be around a group of people that are keeping these boats in fine sailing form, and don't find each other crazy for doing so."

So if you see a fine traditional sailboat in your marina, please encourage them to join MMBA if they haven't already. Within the Bay's vast community of sailors, this contingent is truly unique.

— **ariane paul**

Ed. note — The MMBA thanks the



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One of the scariest moments in the race was when Jim Linderman — an ol' Sausalito salt — was knocked off 'Pursuit' during a jibe. Luckily, a photo boat was right there to pick him up.

many people who support this annual spectacle, including Jeff Zarwell and Sausalito YC for their fine race committee work. Encinal YC officers and staff did a great job hosting the post-race party, and St. Francis YC put on a fine pre-race Sponsors/Skippers luncheon. You'll find a list of the many generous local companies that sponsor this event at www.mastermariners.org.

MASTER MARINERS RESULTS

BIRD — 1) **Curlew**, William Claussen; 2) **Skylark**, James Josephs; 3) **Grey Goose**, Dennis Brewer. (6 boats)

BEAR — 1) **Chance**, Wettersen/Treser; 2) **Puff**, David Sandry; 3) **Kodiak**, Peter Miller. (6 boats)

L-36 — 1) **Papoose**, Allan Edwards; 2) **Eventide**, Greg Milano. (2 boats)

BIG SCHOONERS — 1) **Freda B**, O'Neil/Dines; 2) **Seaward**, Olson/Hart/Watson; 3) **Alma**, Jason Rucker. (5 boats)

GAFF 1 — 1) **Brigadoon**, Terry Klaus; 2) **Bluenose**, Dennis Peitso; 3) **Yankee**, Alexis Ford. (3 boats)

GAFF 2 — 1) **Makani Kai**, Ken & Kristine Inouye; 2) **Sequestor**, Hans List; 3) **Sea Quest**, Stephen Carlson. (6 boats)

GAFF 3 — 1) **Andrew Mulligan**, Stephen Canright; 2) **Mercy**, Lorenzo Puertas. (2 boats)

MARCONI 1 — 1) **Bolero**, Tim Murison; 2) **Pursuit**, Ronald MacAnnan; 3) tie: **Bright Star**, Ted Hall & **Elizabeth Muir**, Haywood/Poutiatine. (9 boats)

MARCONI 2 — 1) **Sunda**, Bob Rogers. (2 boats)

MARCONI 3 — 1) **Viking**, SF Sailing Whaleboat; 2) **Vixen**, Linda & Steve Kibler; 3) **Random**, Kers Clauson. (5 boats)

MARCONI 4 — 1) **Black Jack**, Ted Hoppe; 2) **Eos**, Dunlap/Mavromihalis; 3) **Olive**, Victor Early. (5 boats)

OCEAN — 1) **Spirit**, George Kiskaddon; 2) **Credit**, Janice & Bill Belmont; 3) **Chorus**, Brad Asztalos. (4 boats)

Complete results at: www.mastermariners.org

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YOUNG SAILORS —

Sailing is an avocation that's passed down from generation to generation in a variety of ways. Some young sailors learn the ropes simply by modeling the techniques of their parents or grandparents; some take formal classes at yacht clubs, sailing schools or community sailing facilities; and some bumble around until they figure it out on their own. Oddly enough, each of these methods can result in a lifelong zeal for the sport.

This month, at the height of summer, when hundreds if not thousands of young West Coast sailors are sharpening their skills in instructional programs of one sort or another, we'll take a look at three distinctly different individuals who now share a similar passion for sailing, but have come to it through very different means.

Seen here chillin' in his berth aboard 'Mayhem', David has come a long way since his El Toro days.

At the height of summer, when hundreds if not thousands of young West Coast sailors are sharpening their skills in instructional programs of one sort or another, we'll take a look at three distinctly different individuals who now share a similar passion for sailing, but have come to it through very different means.

These days, 25-year-old David Rasmussen (III) is a hot sailor whose talents are in high demand. But when he thinks back on his early days in the Richmond YC youth program he has to laugh. It seems remarkable

Right: Back in the day... David (left) and his buddies, Mark Anders and Chris Gregory show off their winnings at an early BAYS Regatta. Below: David helms his skiff with the late Jordan Fromm crewing.

— especially to him — that sailing has become the driving force in his life.

"During my first couple of years in the program I was more likely to be riding around in the coach's boat than out in an El Toro having fun," he admits. Even though he'd grown up in a sailing family, and had been exposed to Bay sailing at an early age, he recalls that when he started junior sailing classes at age 8, "I was intimidated by process; afraid of the boat. I don't really know why."

But like a Little Leaguer once afraid of a fastball who later goes on to the 'big's', David eventually found the joy of it all and hasn't lost his enthusiasm since. It was at a sailing summer camp at Stockton SC — where he swam off the docks in the warm, fresh water — that he began to lay his fears to rest and realized how much fun watersports could be.

After that he took his first steps on the fast track to sailing stardom. Once he put his heart into El Toro sailing, "everything clicked" and he was soon moved from beginners to intermediate, then a week later into the advanced class.

In the following years, when he moved up to doublehanded boats, he really saw the joy in it, and by the time he entered

the early years we suspect the youngster wasn't too thrilled to be dragged along on offshore races to Monterey, Santa Cruz, Santa Barbara and the Farallones, but with time, his attitude changed. As David's small boat skills increased, so did the quality of his rides. He had a blast racing 420s, then after high school he got an edgy, go-fast 29er skiff. "That was really big fun," he recalls. "By that point I was hooked for sure."

About that same time, the spring and summer of 2004, David and his dad doublehanded to Drakes Bay, then around the Farallones, and to Hawaii in the Pacific Cup, placing second among the doublehandeders. That trip set the stage for a 2006 attempt aboard the family's new boat, *Sapphire*, a Carl Schumacher-designed Synergy 1000. On that run to the islands David and his dad, stepmom and stepsister were all on board.

Fast forward to the present, and we find David splitting his time among racing skiffs, working for the family's construction business, and crewing all over North America on the Melges 32 circuit aboard Alex Jackson's *Leenabarca*. He typically jets off once a month to compete: "I've been sailing with them for 2.5 years, and haven't missed a regatta yet."

He's also had some quality big boat rides such as racing at MEX-ORC aboard Jim Gregory's Schumacher 50 *Morpheus* and crewing on the TP52 *Mayhem* at Key West. But the coolest addition to his resumé lately was last year's five-month campaign aboard the STP 65 *Vanquish* (ex-*Money Penny*) as part of the Oakcliff All-American Offshore Team which did the TransAtlantic, the Fastnet and a series of coastal races.

Not bad for a kid who once sulked and moaned about having to go out on the water!

Our second profile is of Abby Mo-

han, now 32, who has a totally different



COURTESY DAVID RASMUSSEN



COURTESY DAVID RASMUSSEN



DIFFERENT PATHS, DIFFERENT DREAMS



From wide-eyed neophyte to first mate on 'Bay Lady', Abby has come a long way fast.

dom whim," recalls Abby, "but it changed my life." That first day out was a spectacular San Francisco sailing day, with sunny skies and a fine breeze. Looking back, Abby remembers that when they sailed out under the Golden Gate, she was hooked. She savored

the experience afterward and couldn't wait to get out on the water again. "Within six months I was spending all my spare time and money on sailing, sometimes trading work for lessons."

She told us about one time when she'd had a bad week financially, and couldn't come up with the cash for her lesson. To her surprise, her roommate generously offered to cover the cost.

When Abby asked why, her roomie said, "Do you have any idea how happy you look when you come home from those lessons?"

She continued to refine her skills with Bonni's mentoring, and one day she said, "I wish I could spend all day sailing." Bonni replied, "You can!" and told her about a crew ad she'd seen from Spinnaker Sailing in San Francisco.

Perhaps due to her boundless enthusiasm, she got the job. As her boss, Drew Harper, put it when he introduced us to her, "Abby rocks!" That first year she worked full time as a deckhand aboard the company's 65-ft catamaran *Sea Raven* and Santa Cruz 50 *Yukon Jack*, as well as helping out with maintenance. That was

March '08, and when we met her this past spring — four years later — she'd advanced substantially to the role of first mate aboard *Yukon Jack* and the 90-ft schooner *Bay Lady*, sailing three to five days a week. Plus, she'd become manager of the company's sailing school, Spinnaker Sailing, where she hires and trains all the captains, instructors and crew. But the achievement she was most proud to tell us about was that she'd just earned her 100-ton Master's License from the Coast Guard after logging sea time through her job and taking a battery of classes at Modern Sailing. Pretty impressive for a landlubber from St. Louis. Then again, perhaps she's got some of Mark Twain's spirit in her blood.

"I really like the fact that the more I learn about sailing, the more I realize there is yet to learn," says Abby. "Having that continuous challenge is great in a career. This is unlike other jobs I've had, where once I got good at it, I got bored."

In her work with the sailing school she's seen all sorts of would-be sailors, with a wide range of expectations. "Some come here starry-eyed with visions of sunny cocktail cruises, but some find that the most rewarding experiences are when it's rainy and windy. With students, and in my own life, I've found that personal challenges built self-reliance."

One thing Abby likes about her work on the Bay is that there are always new challenges and new rewards.

Our final profile is of 14-year-old Chiara Arellano. She's not yet a super sailor, nor does she have a job in the industry, and she's a very long way from earning a captain's license. But judging

Nevertheless, somewhere deep down inside her, Abby's 'inner sailor' was ap-

"Within six months I was spending all my spare time and money on sailing."

parently dying to come out. The way she tells it she was perusing Craigslist one day during the summer of '07 and an ad for private sailing lessons jumped out at her. To this day she's not quite sure why she felt the urge to respond to it, but she sure is glad she did.

The lesson turned out to be aboard *Sea Angel*, an immaculate 35-ft Hinckley Pilot, based in Sausalito, that's run by long-time instructor Bonni Funkhauser.

"Answering that ad was a totally ran-



COURTESY ABBY MOHAN

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YOUNG SAILORS —

by her enthusiasm for the sport, she may accomplish all those things someday.

Chiara was first introduced to sailing when she was about eight years old by family friends Alan Olson and Angie Lackey of the 82-ft stays'l schooner *Seaward*. Going on occasional daysails

"I stepped off the boat and didn't want to leave."

aboard *Seaward* inspired Chiara to apply for a scholarship to San Francisco YC's youth sailing program, where she's been perfecting her small boat skills for the past three years.

But to hear her tell it, the experience that really got her psyched up about the sailing life was doing a three-day educational program aboard *Seaward* last summer with other 12- to 15-year-olds, through the nonprofit Call of the Sea. Sailing all over the Bay, learning

about its marine ecosystems, anchoring in different places each night, and living aboard continuously really got her imagination fired up. "I definitely learned a lot about sailing," says Chiara. "I'd only done day sails before. I not only improved my sailing skills on that trip, but I learned the importance of teamwork. We had a large crew, but we all needed to work together to run the boat properly.

"Living and working with the other kids also helped me with my people skills!"

Throughout the trip, the middle schoolers stood watch, took turns at the helm, did navigation exercises, and



pulled lines together whenever a sail needed trimming.

Students who were off-watch were exposed to elements of marine science through water testing and plankton

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DIFFERENT PATHS, DIFFERENT DREAMS



COURTESY CHIARA ARELLANO

Young Chiara got a new perspective on the sailing life when she spent three days on 'Seaward'.

tows, and they also learned about both marine mammals and weather.

In addition, they got to sample some time-honored nautical arts such as scrimshaw, fancy ropework and singing sea chanties. No wonder she had so much fun.

"I stepped off the boat and didn't want to leave," Chiara remembers. "Before,

sailing was just a hobby, but now my dream is to sail to Hawaii — that would be the perfect trip. Or maybe the Caribbean or the Mediterranean. . .

"That three-day trip showed me that I can make sailing a big part of my life if I want to. Wow, maybe I'll work on a boat someday!"

We have a feeling she'll do all of that and more someday because just from our brief conversation with her we could tell she has that intangible 'fire-in-the-belly' enthusiasm that can take you to amazing places. It was only after our chat that we learned she'd been a straight-A student at her middle school, and was salutatorian at her recent graduation.

"I love history, writing and reading," she says, "and I've been accepted to Marin Academy for the fall." And what's the coolest thing about that? They have a sailing team, and Chiara intends to be on it. No doubt she'll also keep crewing on *Seaward* whenever she gets a chance. In fact, she was aboard pulling strings last month during the Master Mariners Regatta.

Needless to say, there are many different paths that can lead to a passion for sailing. Whichever route they take, we're always thrilled to see young people who've gained a love for the sport because we know from personal experience that whether you like to race, cruise or daysail, sailing is a pastime that can bring you joy and personal satisfaction at any age.

So if you have kids, nephews, nieces or grandkids, we encourage you to coax them off the couch and into some sort of sailing experience as soon as possible. Most summer sailing programs are likely to be full now, but you may still find a few openings. If not, we suggest you make plans to study the possibilities early next spring and get your kids signed up with plenty of lead time. There are also kids' programs in some areas that are run after school and on weekends.

You'll find complete listings of all summer and year-round kids' programs at www.latitude38.com. Look for the *Northwestern California Sailing Calendar* button, then click on 'Yachting Youth.'

— *latitude/andy*

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'JR' illustrates why many doused their kites early on.



— BACK TO NORMAL

It's said that you can take the air temperature in the inland valleys of California, subtract it from the air temp in the Bay Area, and that will equal the wind speed on the Ditch. This year that formula was fairly accurate for the 65-mile Delta Ditch Run from Richmond YC to Stockton SC, typically a downwind

run from cold, salty San Francisco Bay to the warm, flat, brackish water of the California Delta.

The Delta is made up of a series of levees, and the majority of the race course is surrounded by farmland, which is below water level. The Ditch Run is the longest point-to-point sailboat race in

California that isn't sailed in open ocean, and this year's event, held on June 2, boasted well over 100 entries, also making it one of the best-attended regattas in Northern California.

As racers wind up the snaking Delta, the channel varies from narrow, steep-sided passages, to wide open bays, to shallow, reed-filled mudflats. Remnants

The weather gods smiled on this year's Delta Ditch Run fleet, then laughed watching all the carnage.



DELTA DITCH RUN

of old craggy piers and industrial infrastructure from a bygone era make the race navigationally challenging. One round-down with not enough sea room to recover, or ignoring a channel marker by even a few feet, can mean you're stuck in the mud. This year saw several boats hard aground, up in the reeds, or stuck on old pilings.

The last two years were fraught with atypical, stormy weather, so anticipation for "normal" conditions this year was high. The sailing community was eager to actually *run* up the Delta. Early forecasts set the breeze at a relatively benign 15 knots, puffing to 20 in the afternoon, yet in reality it piped up to over 35 on parts of the course, which wreaked havoc on the fleet.

There were reports of carnage from all over the track, from ripped sails to downed rigs, but watching the boats that were sailing hard was incredibly entertaining. Fortunately, there were no reports of serious injury. Normally, the Ditch Run fleet push themselves as hard as they dare, but many opted to douse their kites in favor of a relatively leisurely



Chris Watts' Melges 20 'Kauai' was one of a number of casualties in this year's Ditch Run.

sail up the Delta.

On the multihull side of things, Urs Rothacher's Alameda-based, curved-foil, carbon beauty SL33 catamaran *Bridge-Runner* was the favorite to take line

honors this year, but due to a family matter, his team had to pull out at the last minute. It will be interesting to see how this modern beast performs against tried and true veteran Ditch Run multihulls in the future. We'll just have to wait for next time. Weighing in at a little over 1,400 lbs, *BridgeRunner* would have been a handful in this year's conditions.

The Nacra Carbon 20 *Curved Wood*, owned by Bruce Edwards and Eric Willis, crossed the finish line first in an incredible 4h, 18m, 11s. According to their GPS track, they ran the course with no fewer than 106 jibes. Serge Pond, builder of the catamaran *Rocket 88*, which currently holds the Ditch Run record of 3h, 57m, witnessed Bruce and Eric's finish and said, "They finished in true multihull form — they flew a hull over the finish line, man!"

Though this year's Ditch Run was sailed in hardcore, high-wind conditions by many racers' standards, the Carbon 20 averaged only 15.1 knots, impressive, but not record shattering. In comparison, *Rocket 88's* 1998 record run saw a

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— BACK TO NORMAL

blistering average speed of 16.1 knots over the course. This year *Rocket* finished in 4h, 32m to secure the second-place spot in the multihull division.

The Wylie Wabbit *Wild Bunch 2*, skippered by Sarah Deeds, sailed the course in 5h, 56m, correcting out to first place overall, and making her the first female skipper ever to win the race. The Wabbits are fun to watch in strong breeze. In 30 knots, with the kite up, they look as if a crash is imminent about once a minute, yet *Wild Bunch* managed to maintain control. The corrected second place also went to a Wabbit. *Weckless*, skippered by Tim Russell, finished in 6h, 3m. Finishing in an elapsed time of 5h, 55m, Sid Gorham's *Melges 20 Funner* was first monohull to finish and corrected out to third place.

As we motored up the Ditch, photographing the fleet, we noticed several



'Rocket 88' held onto her '98 course record.

standout performances. Ben Landon's Thompson 650 *Flight Risk* was going warp speed, and the crew was barely able to hang on (see this month's cover if you don't believe us). Charles Froeb's Sausalito-based F-18 *Kaos Vs. Control* was absolutely flying until it tripped and Charles went through the main. And while we're on the topic of the F-18, Philippe Kahn's new bright blue *Pegasus*

was also looking good blasting up the Ditch. A perennial favorite is Hank Eason's 8-Meter *Yucca*, which seemed to death roll her way up the Ditch, yet never crashed. She would pivot on her hull from pole to boom, occasionally sticking each alternately into the water. *Yucca* went on to finish second in Division 2.

Although this year's Delta Ditch Run was fairly brutal in the breakage department, partygoers thoroughly enjoyed the festivities at Stockton Sailing Club.

The BBQ was on from the time the first boat finished until late into the night. The upstairs bar hopped with live music and rum drinks. If you want to join a fairly sheltered distance race in California, do the Ditch — you won't be disappointed!

— **jeremy leonard**

Results at www.stocktonsc.org/ditch.



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TIME FOR

Vacations are overrated. You spend hours, if not days, packed into a car with your spouse, kids, family dog and all the gear that goes along with them just to get to a place where you'll spend a ton of money, sweat endlessly, and get sand stuck in places you'd prefer it wouldn't. In the end, you come back sunburned, bug-bitten, tapped out, and exhausted. Of course, the other alternative is to fly the family to the sunny vacay spot but then you come home with all those same maladies plus an overdrawn credit card.

So this summer, instead of taking a family vacation, why not take a family Baycation? Instead of packing up the car, pack up the boat. Instead of spending so much on restaurants that you consider selling one of the kids on eBay to pay for it all, toss a bunch of hot dogs and hamburgers — and a couple of bottles of Two Buck Chuck for the grown-ups — in your icebox. Instead of enduring a 10-hour car ride to reach hot, crowded beaches, sail up to Napa, Petaluma, the Delta, or even in the lee of Angel Island to heat things up . . . without the crowds.

Perhaps you already take family sailing trips every year. Each year the family sails up to Petaluma — or wherever — spends a few days, and sails home.

While that's always a fun time, consider shaking things up a bit this summer. Eschew the same-old-same-old and discover something new. Easier said than done, right?

As a community service to our readers, in the following pages, you'll find some options for your next family cruise. We've sketched out several itineraries, from a long, three-day weekend to a full two-week cruise. Pick and choose what's right for you, or do some investigating on your own to create your family's best Baycation ever.

Cruise-outs are always a good time, but to make a Baycation really special, you should find a focal point — an event or destination around which to plan your entire trip. After all, a trip to Anaheim might be fun on its own, but everyone's going to be disappointed if you don't make

it to Disneyland. Each of the following itineraries offers at least one key event you're bound to enjoy.

We've included a sidebar with a variety of activities to choose from, but don't limit yourself to it. Get online and check out what might be going on at various yacht clubs, waterside restaurants and parks. You never know what might get you inspired to plan your own personalized Baycation!

Three-day Weekend

With only three days, you're not likely to stray far afield, so find a concert, event or other happening within one day's sail of your homeport, and then plan around it.

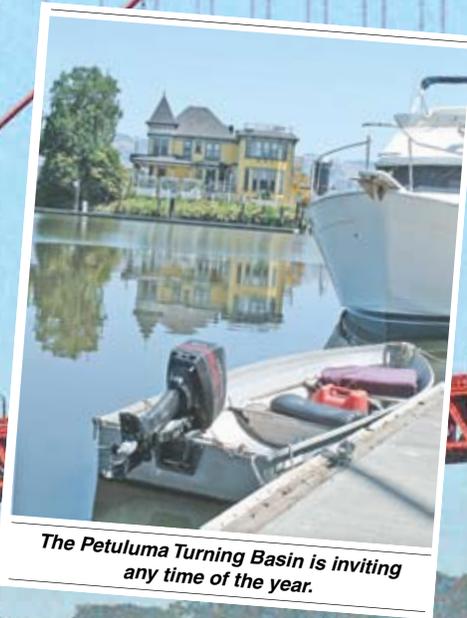
Rollin' on the river — Head up the Petaluma River on Friday for Saturday, August 4's Petaluma Music Festival. You'll have plenty of time to walk the mile from the Turning Basin to the Sonoma-Marin Fairgrounds by the 11 a.m. opening, and there's enough to keep the entire family entertained till the 8:30 p.m. closing, including a Kids Area that features a rock wall, giant



A BAYCATION



Turn your family Baycation into a pirate adventure.



The Petaluma Turning Basin is inviting any time of the year.

slide, face painting, balloon animals, a petting zoo and tons more. Grown-ups can stay entertained at the wine-and-food tasting pavilion, as well as three stages. The music line-up for the day includes Jackie Greene, The Pimps of Joytime, Poor Man's Whiskey and 14 other cool bands. Tickets are \$30 for

adults, \$15 for kids 13-17, and free for kids 12 and under (proceeds benefit the music education programs of Petaluma area public schools). Check out www.petalumamusicfestival.org. Enjoy a brisk sail back home on Sunday while listening to all the new bands you discovered.

Art in the park—Pop on over to Rich-

ardson Bay early on Saturday, September 3 and find a spot to anchor (if you can) or reserve a transient slip at nearly any of Sausalito's marinas. Then head to the Bay Model for the 60th annual Sausalito Art Festival. Unless you have physical limitations, just about anywhere on Sausalito's waterfront is accessible from just

TIME FOR

about anywhere else on the waterfront, and the scenery — in terms of landscapes *and* people — can't be beat. The festival runs through Monday and costs \$25 per day (\$40 for a three-day pass)



Jim DeWitt will be featured at the Sausalito Art Festival over Labor Day Weekend, but you won't find this portrait of 'Big O' there.

with various age-based discounts. In addition to world-renowned artists — this year, for the first time ever, Jim DeWitt will be displaying his artwork — you'll find food vendors, and two stages offering up music all three days. Last year's line-up included Men Without Hats, The Romantics, Edgar Winter, Montrose and Kenny Loggins. The water-adjacent festival means that if you can find a spot to hook up close to shore, you can listen to the music from the comfort of your own cockpit. The headliner is usually the last act on Monday, but they're finished by 5 p.m., giving you plenty of time to get back home. See www.sausalitoartfestival.org for details.

Shop till you drop — Make it a weekend for shopping. Leave your berth on Friday and head across the Bay to Pier 1.5. From there, you can peruse

the wares offered at the Ferry Building, then branch out to some of the more tony offerings along the Embarcadero. Grab lunch at La Mar Cebicheria Peruana at the head of the dock or find somewhere else nearby to suit your taste buds. (Check our Boat-In Dining Guide at

www.latitude38.com/features/dining.html for some options.) When you've hit your Visa limit, sail over to Clipper

Cove at Treasure Island, drop the hook, and spend a peaceful night at anchor. If you time it right, you can dinghy ashore and browse around the Treasure Island Flea (treasureislandflea.com), a funky flea market that features antiques, hand-crafted items and gourmet food. The Flea runs the last weekend of every month through December from 10 a.m.-5 p.m., and it costs just \$3. Stop by The

Winery (winery-sf.com) on your way back to your boat for a quick tasting, then up anchor and make your way to Sausalito for the night. Enjoy Sunday brunch aboard or ashore, then hit the myriad boutiques that make up the 'tourist district' near the ferry terminal before heading home.

One Week

A week gives you much more time to do more of what you enjoy, be it relaxing at anchor or barhopping until the wee hours. It also gives you the opportunity to hit more than one event.

Culture shock — Start your week off by taking a mooring at Angel Island's Ayala Cove on July 21 and dinghying in for a walk around the island's five-mile scenic perimeter road, which takes you past the Immigration Station, the East Garrison, Pt. Blunt and the Civil War-era Camp Reynolds. Be sure to make it back for live music — Kelley Peterson & Erik Smyth on that day — at the Cove Cantina from 1-4:30 p.m. (angelisland.com).

Stick around after the last ferry leaves and you'll have the barbecue/picnic area to yourself. The next morning, enjoy a daysail on the Bay before tucking into Berkeley Marina and catching the AC Transit 51B bus at 4:43 p.m., which will take you to the Greek Theatre where Sublime and guests will rock your socks off. (It goes without saying — but we'll say it anyway — you should buy tickets in advance for this or any Greek Theatre concert at tickets.berkeley.edu.) Spend the next couple of days enjoying Berkeley, or maybe Clipper Cove, then move over to South Beach Harbor on Wednesday, July 25. Hoof it to Brannan Street and hop on the Muni toward Balboa Park and get off at the Metro Civic Center station to catch the 8 p.m. showing of *Les Miserables* at the Orpheum Theatre (bestofbroadway-sf.com). Play tourist in the City for a couple more

days before anchoring out at McCovey Cove on Friday, July 28. You'll want to get there early — maybe even the day before — to get a good spot from which to enjoy the spectacle of the Giants playing the Dodgers in a night game. Book tickets early at www.sfgiants.com or, better yet, invite your friends for a raft-up 'tailgater' to end your Baycation in style.

Foggy mountain breakdown — Weekend-long music festivals usually boast such diverse and talented acts that you won't want to miss a single one. Depending on your taste, there are a couple of fantastic ones at Golden Gate Park that would be a memorable way to either start or end your Baycation. Reserve a slip in the City or Sausalito for either August 10-12 for Outside Lands Music & Arts Festival or October 5-7 for the Hardly Strictly Bluegrass Festival, then hop on www.511.org to find the easiest public transport options to get to the park. Now in its fourth year, Outside Lands (sfoutsidelands.com) is quickly becoming one of the more popular summer experiences in the City, and with headliners as



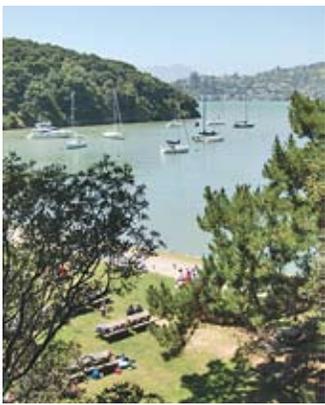
The indomitable Ms. Raitt is slated to perform at the Greek.



Pier 1.5, next door to the Ferry Building, is a great spot from which to spend a day shopping.

A BAYCATION

diverse as Metallica, Stevie Wonder, Neil Young, Jack White, Foo Fighters, Beck and Norah Jones, it's no surprise. But there's more than just music at Outside Lands — gourmet food from the City's best restaurants, wine from Northern California vineyards, and art installations are guaranteed to please. Regular 3-day tickets are a hefty \$225, but if you



Angel Island's Ayala Cove offers daytime docks and moorings.

spend the rest of the week anchoring around the Bay and eating on the boat, imagine how much you'll have saved over a 'regular' vacation. In stark contrast is Hardly Strictly (strictlybluegrass.com), coming into its 12th year, which is completely free and last year featured such artists as MC Hammer, Chris Isaak, Buckethead, Ricky Skaggs, Emmylou Harris, Steve Earle, Robert Plant and, oddly, Hugh Laurie

(yes, Dr. House sings the blues!).

Dawdling on the Delta — If you're up for a long day of sailing, take off on Fri-

day, July 20 and enjoy a long downwind run up to Stockton. Head up Fourteen Mile Slough and get a slip at Village West Marina (having made reservations, of course; villagewestmarina.com) for the next day's Taste of the Delta. Enjoy wine and food tastings, live and silent auctions, prizes and live music. Tickets are \$25 in advance (tasteofthedelta.com) or \$35 at the door. (If you moor at Stockton Marina or Stockton Sailing Club, you'll need to catch a cab or hitch a ride.) Spend the rest of the week exploring the Delta — hit Al the Wop's in Locke, Moore's Riverboat in Isleton or the Sugar Barge at Bethel Island — and ending up at Benicia Marina (beniciamarina.net) for the Benicia Fine Art & Jazz Festival July 28-29. The festivities start at 11 a.m. both days and offer hot food, cool jazz, an art marketplace and a kids' art

activity area (beniciamainstreet.org). Depending on the weather, and where you berth, you might want to head out early Sunday morning just before slack water to make it through the Carquinez Strait



Anchor in Clipper Cove to enjoy some shoreside activities — such as wine tasting at The Winery — on Treasure Island.

and San Pablo Bay with a minimum of suckiness.

Two Weeks

Bless your heart if you have the luxury of actually being able to take a two-week sailing Baycation. Instead of detailing potential itineraries, we'll instead plant a few seeds of inspiration.

The Delta — If there's anything better than spending a week luxuriating in

BAY AREA EVENTS AND ATTRACTIONS

Check out events.sfgate.com for more.

FESTIVALS

- July 7 — Degotoga Festival at Treasure Island Event Venue, 11 a.m.-11:45 p.m. Thirty bands, three stages, vendors and all proceeds go to various charities. \$20 donation. tennrw.wix.com/degotoga
- July 7-8 — Fillmore Jazz Festival, 10 a.m.-6 p.m. The West Coast's largest free jazz festival features two dozen bands on three stages in the Fillmore District. fillmorejazzfestival.com
- July 13-14 — Salsa Festival on the Fillmore, one of the biggest Latin dance parties on the West Coast. \$20 & up. salsafestivalfillmore.com
- July 14 — Breastfest Beer Festival & Fundraiser for breast cancer treatment for low-income women at Fort Mason's Festival Pavilion, 3-7 p.m. \$45. thebreastfest.org
- July 27-28 — PAL Blues, Arts & Bar-B-Que Festival in Redwood City's Courthouse Square (four miles from the waterfront). The free event will feature live music, a kids' arcade, food vendors and more. palbluesfestival.com
- July 28-29 — Benicia Fine Art & Jazz Festival on Main Street. beniciamainstreet.org
- Aug. 4 — Petaluma Music Festival at the

- Sonoma-Marin Fairgrounds (a mile from the Turning Basin). \$30. petalumamusicfestival.org
- Aug. 10-12 — Outside Lands Music & Arts Festival at Golden Gate Park. 3-day pass \$225. outsidelands.com
- Aug. 25-26 — Tiburon Art Festival on historic Ark Row downtown Tiburon, 11 a.m.-6 p.m. \$5 donation. tiburon-artfestival.com
- Sept. 3-5 — Sausalito Art Festival at the Bay Model. \$25. sausalitoartfestival.org
- Sept. 8-9 — Ghirardelli Chocolate Festival at Ghirardelli Square, benefitting Project Open Hand. Ice cream eating contests, chocolate 'school', demos, bake-offs — what's not to like? \$20. ghirardelli.com/chocolatefestival
- Sept. 8-9 — Pittsburg Seafood Festival in Old Town Pittsburg, a short walk from the marina. Tickets \$7, or family four-pack for \$26. pittsburgseafoodfestival.com
- Sept. 15 — Delta Blues Festival in Waldie Park at Antioch Marina. Cancelled last year due to lack of funding, this free event is not confirmed. deltabluesfestival.net
- Oct. 5-7 — Hardly Strictly Bluegrass Festival

at Golden Gate Park. Free. strictlybluegrass.com

- Oct. 6 — Suisun City Waterfront Festival, 11 a.m.-5 p.m. Wine tasting, chocolate delights, live music, and kids' activities make this free event fun for the whole family. suisunwaterfront.com
- Oct. 20-21 — Home Front Festival at the Craneway Pavilion in Richmond. Step back into the '40s with big band music, a USO dance, classic car show, tours of the SS Red Oak and more. rcoc.com/current-events/home-front-festival

VENUES

- Giants Baseball — See sfgiants.com for a full schedule of at-home games
- Yoshi's at Oakland's Jack London Square — Live jazz every night of the week. Check out Charlie Musselwhite, Leo Kotke, Hiroshima and more this summer. yoshis.com
- Greek Theatre at UC Berkeley — Acts such as Gotye, Bonnie Raitt, Wilco, Train and Jason Mraz are on the schedule this summer. apeconcerts.com/venue_greekTheatre.cfm
- Orpheum Theatre in The city — *American Idiot* is playing through July 8. *Les Miz* runs from

BAYCATION

the warmth of the Delta, it's doing it for two weeks. There are any number of food and music festivals in the region throughout the summer, most of which can be found at www.californiadelta.org. You can also join the forum at www.deltadoodah.com to discuss hot anchoring spots, must-bring items, and anything else you've always wanted to know about the Delta.

The Bay — If you're a member of a yacht club, you can enjoy reciprocal privileges at nearly all Bay Area yacht clubs, which makes it easy to move around the Bay. Get in touch with Sequoia YC to spend some time in Redwood City, or Richmond YC to explore the quaint village of Pt. Richmond, or Oakland YC to check out Alameda and Jack London Square. The list goes on and on, and links to all the Bay Area (and beyond) clubs can be found at www.latitude38.com/links.html



The atmosphere in McCovey Cove is downright electric during a Giants' home game — especially if it's the World Series.

(click on 'Yacht Clubs').

The Ocean — The secret to a successful coastal trip is to keep your crew from throwing up. That's it. As long as they're

not heaving over the rail, they're guaranteed to have an experience they'll remember for years. Whether it's Dramamine or acupuncture or ginger candies, anti-nausea remedies are step one. Watching the weather and waiting for pleasant conditions is step two. Step three is actually casting off the lines and sailing under the Gate. Whether you head to Bodega Bay, Drakes Bay, Half Moon Bay, Santa Cruz or Monterey, two weeks is plenty of time to see everything you want while picking your weather window carefully.

There you have it. The Bay Area is considered a cultural mecca for very good reason, and just because you spend your vacation days on a boat doesn't mean you can't enjoy as much of it as you want — even sand caught in your naughty bits.

— *latitude/ladonna*

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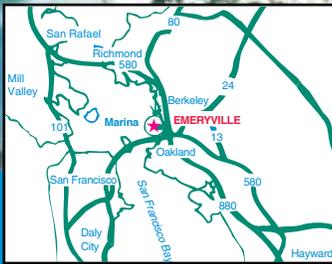
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2012 PACIFIC CUP

For Bay Area ocean sailors, this is the big one: 2,070 miles from San Francisco to Hawaii, finishing off Kaneohe Bay on the windward side of Oahu.

The Great Vallejo Race has more entries, the Rolex Big Boat Series has tougher competition, and the America's Cup has all the money behind it. But for us kids with offshore-capable boats, the Pacific Cup is the big kahuna.

This year's fleet numbers an even 50 boats, down somewhat from the peak of 80 entries in 2000. Of these 50 entrants, there are 23 boats that would be characterized as cruising types or cruiser-racers, 11 more properly classed as racers, and 16 that are clearly "sleds" or downwind specialty racers. Take out the doublehanders, which lean heavily toward the small ultralights, and the count is 18-9-11. This is very much in keeping with the "fun race to Hawaii" theme that Pac Cup organizers have always tried to promote. There's going to be as much action among the Bene-teaus and Tayanas as there will be with the Santa Cruz 50s — maybe more, considering the close rating clusters in Divisions B and C.

One problem that never goes away, especially with such a diverse fleet, is figuring out where to put the division breaks. Historically, this is done by rating bands, but this year boat types range

from a 32-ft Pearson Vanguard to a 66-ft sled, with an Antrim Class 40 pushing one side of the envelope and a Tayana 48 on the opposite side. That can be a problem. The Tayana 48 rates the same as the Antrim 27, but they really don't want to race together. If they are both reasonably well sailed, the winner would be determined entirely by the weather: the Tayana wins if it's a waterline reach; the Antrim 27 wins if they can surf. And you can't do it by size, either. The Garden Porpoise and the Santa Cruz 50 are the same length, but, according to their ratings, one of them will be on the course more than four days longer than the other.

For this year's edition of the race, division guru Bobbi Tosse has considered boat type along with rated speed, and the result is an interesting hybrid of rating and displacement/length ratio. Plotting them on the rating/LOA graph tells the story, and makes the rationale for the division breaks as clear as possible.

Now for the podium picks. As usual, we will jinx every boat we select as a likely division winner, but here goes anyway:

Division A

It's hard to bet against the Newport 30. Scott Schwartz's *Lil Angel* is the old *Water Pic*, overall winner in '98 under Bob Nance. This will be Pac Cup number four for the boat, and, with good management and the right weather, we know it can win. Every other boat in the division is an unknown quantity, and it was impossible to avoid a very wide rating band, so anything can happen.

Sentimental favorite among the tail-enders is sure to be David Nichols' *Blue Mist*, a Pearson Vanguard with base PHRF ratings of 228/201. Now, TransPac has always had a minimum LOA, reduced from about 35 feet to 30 feet in recent years.

That race's slowest allowable rating is 144, corresponding to that of a Catalina 36 with a fixed three-blade prop. In contrast, Pac Cup's minimums historically have been 24 feet and 180 PHRF, allowing Moore 24s and Express 27s to play. But with some interest from the 21-ft Mini-Transat boats, an exception was made on the LOA limit. When the



Blue Mist

'bath water' prohibiting these very fast and seaworthy little boats was thrown out, the minimum speed 'baby' went out too, and now no one seems to remember that Pac Cup entries used to be required to be at least as fast as a Newport 30.

Enter the 32-ft Pearson Vanguard, with a Pacific Cup Rating of 722. Compare that to the Newport's PCR of 674. That puts it across the finish line 27.6 hours after the Newport, and in past races the Newports and boats like it have barely made it to the party. We'll be rooting for them, and we think plastic classics like *Blue Mist* definitely should be welcome in this race, but we also think they need another couple of days' head start.

Division B

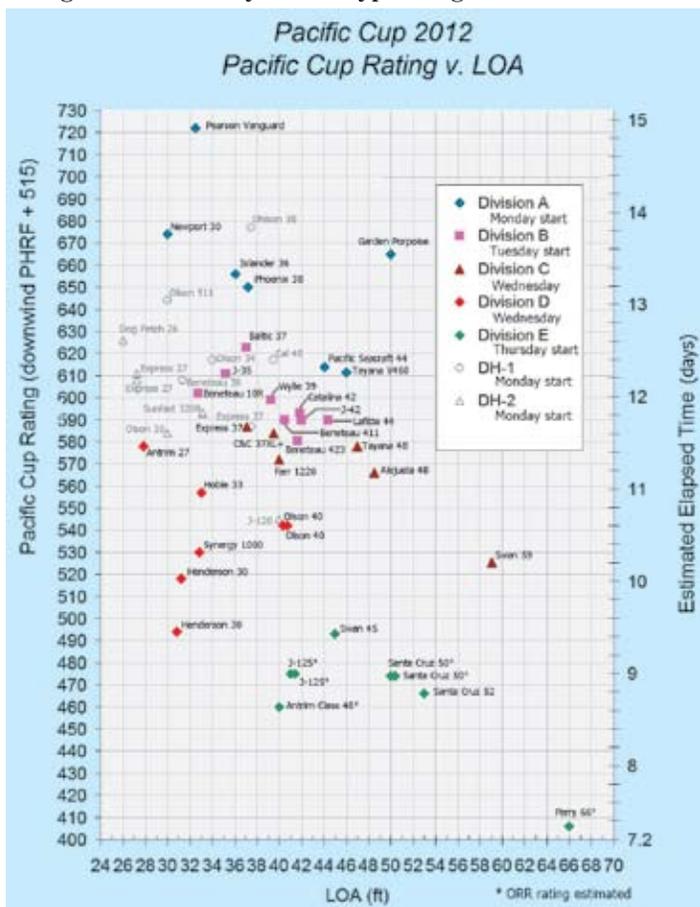
Each of the eight boats in this division is best described as a cruiser-racer. They have very similar specs and the smallest differences in size and speed, so the racing could be very tight.

The boat to watch is David Britt's



Split Water

Beneteau First 10R *Split Water*, with ocean racing veterans Chris Corlett and Greg Paxton in the crew. Chris and Greg have won against much tougher competition, including an SORC back in the '80s. There's some nepotism action going



on here too, but we don't think that will slow them down. Jesse Corlett, 26, is on *Split Water*, and Greg's nephew Will Paxton is on the Santa Cruz 52 *Medusa*



Tiki J

in Division E.

Kim Worsham and Scott Dickinson's J/42 *Tiki J* probably has the most potential for breakaway speeds if they keep the pedal down. We note four of the crew on *Tiki J* have the same last name: Brad (61), Kim (42), William (47) and Alyssa (18). We can only guess how many generations of Worshams are represented.

My ride is with Rick Elkins on *Light-speed*, a sloop-rigged Wylie 39 with a



Lightspeed

cruising interior. Rick plans to race in the Singlehanded TransPac in '14, so this is something of a tune-up. We're going with only four crew, the theory being that some of the "doublehander effect" will work in our favor. Historically, doublehanders have performed better in Pac Cup than similar boats with full crew — one reason that Pac Cup keeps them in separate divisions. Part of it is the weight savings: each additional crew adds about 800 lbs. And part of it is probably the focus, since doublehanders can't spend as much time telling sea stories around



Sandpiper

the cabin table on their off-watch. We'll see if it works with four.

To wrap up Division B, don't count out the Lafitte 44 *Sandpiper* if it turns into a medium-air waterline race. Or Dennis Ronk on his Beneteau 411 *Bequia*, sailing his ninth Pacific Cup.

Division C

Division C also is going to be close. The division winner from the very light-air 2000 race, the Express 37 *Élan*, is back with new owner, Jack Peurach. That was my ride in '00, and if some of those full-shouldered running spinnakers are still in good shape it will be a tough boat to beat.



Maggie

Also worth watching is *Maggie*, the C&C 37XL+. *Maggie* is among the best prepared boats, and has a good local ocean racing record. The crew includes another father-son team, Dave and John Douglas.

A wild card in this division is Graeme Esarey's Farr 1220 *Kotuku*. Their navigator is Al Hughes, who has sailed the Singlehanded TransPac something like three times with his Open 60.

Division D

This division is going to offer a whole different kind of race, it being a collection of small ultralights. They include the Antrim 27 (and two-time Pac Cup win-



Spellbound

ner) *E.T.*, now owned by Tony English, and a couple of Olson 40s: Bob Gardiner's *Spellbound* and Dwight Rowe's *Buena Vista*.

It's a very tough call between David

Rasmussen's Synergy 1000 *Sapphire* and *E.T.* We'll go with *E.T.*, if it's windy; *Sapphire* if it's a more moderate year.



Sapphire

Division E

We really want to pick one of the Santa Cruz 50s, just because they are the most sled-like of the big sleds and they each have a sistership to race against. Will it be Mark Dowdy's *Hana Ho* or Wayne Zittel's *Hula Girl*? But then, Jay Spaulding's Santa Cruz 52 *Medusa* has that Paxton kid, and you never want to bet against a Paxton in an ocean race. We can't count out Andy Costello's J/125



Hula Girl

Double Trouble either, based on their local ocean racing activity and Trevor Baylis listed as their strategist. And what about Buzz Blackett's *California Condor*? With proper sacrifices to the goddess of gudgeons and the god of pintles, *Condor* could easily run away with it in a windy year. Or a light year. Or a medium year. We'll give it to *Condor*, but only by a hair.

Doublehanders

There were a few too many for one division, so the two divisions are fairly small, both starting on Monday, July 16. In DH-1 we pick Rowena Carlson and Robb Walker's Cal 40 *Nozomi* as having the best shot at the division win. This is based on how easy it is to keep the spinnaker up on a 40 through a squall.

For DH-2, the smart money has to be on Dylan Benjamin and Rufus Sjoberg in their custom Dogpatch 26 *Moonshine*. They won their division two years ago by a convincing margin, and the boat knows the way.

2012 PACIFIC CUP

This year's roster also features a nice assortment of out-of-area boats. Here's the list:

Buzz Off ('10 vet) — Kona, Hawaii
Andromeda ('10 vet) — Acapulco, Mexico

Weatherly — Superior, WI
Por Favor — Sidney, BC
Warrior — Nanaimo, BC
Icon — Anacortes, WA
Kaizen — Seattle, WA
Kotuku — Seattle, WA
Sandpiper — Seattle, WA
Nozomi ('10 vet) — San Diego
Espiritu Santo — San Diego
Buena Vista — Ventura
NAOS 30 — Marina Del Rey
Cherokee Rose — Newport Beach

It's great to see the Pacific Cup gaining stature up and down the coast. Still, considering the thousands of big cruiser-racer-type boats that will be sitting right here in San Francisco Bay in their berths all summer, the mystery is why only a handful take the leap. (Well, okay. It's time and money, and in the words of multiple-Pac Cup veteran Steve Chamberlin, "Time is money and

money is time. You're not ready to start the race until you're out of time and out of money.")

And speaking of noteworthy entries, at last count there were four boats skippered by women:

Buzz Off — Linda Rodriguez
Elise — Nathalie Criou
Nozomi — Rowena Carlson
Tiki J — Kim Worsham

Comparing the Pacific Cup entries to the fleet of the TransPac, that other race that goes from California to Oahu, the Pac Cup entries are heavy on the family crews. We've already mentioned the kids on *Tiki J*, *Split Water* and *Maggie*. Here are the rest of the family combinations (with many crew list submissions still pending):

TESA — Steve, Andrew & Eric Haas.

Ciao Bella — David, Jacob & Samuel Zarlring

Brainwaves — Jim, Bob & Andrew Brainard

Tiki Blue — Gary, Ryan & Tyler Troxel

Morning Star — Daniel Dow & Ann Dow, Cody Sheehy & Jatta Sheehy

Temerity — David & Annika Nabors

Weatherly — Thomas & Barbara Agerter

Jamani — Sean & Jeff Mulvihill

Double Trouble — Skip & Jody McCormack

Andromeda — Antonio & Erika Luttmann

Does this represent a shift of interest away from the high-profile sponsored campaigns and back to actual amateur and family-oriented sailboat racing? That's a nice thought, but maybe it's something much simpler. Maybe we're just getting back to racing to Hawaii the way they used to do it — on boats that have cabin tables to serve dinner on, and mattresses to sleep on, and heads with doors that close.

If your boat has all of these things — or even if it doesn't — you can race it to Hawaii, too.

— paul kamen

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2012 PACIFIC CUP FLEET ROSTER

Division A (7/16 1 p.m.)

Blue Mist, David S Nichols, Pearson Vanguard 32, San Francisco
Lil Angel, Scott Schwartz, Newport 30 MK II, San Francisco
Morning Star, Daniel & Ann Dow, Garden Porpoise, San Francisco
Cassiopeia, Kit Wiegman, Islander 36, Alameda
Juanita, Mike Stanton, Phoenix 38, Tiburon
Valis, Paul Elliott, Pacific Seacraft 44, Sausalito

Division DH-1 (7/16 1:15 p.m.)

Espirito Santo, John Silverwood, Ohlson 38, San Diego
Plus Sixteen, Paul Disario, Olson 911, Richmond
Nozomi, Rowena Carlson & Robb Walker, Cal 40, San Diego
Temerity, David Nabors, Olson 34, Alameda
Naos 30, Charles Devanneaux, Beneteau First 30.8, Marina del Rey
One Eyed Jack, Brennan Johnson, Express 37, Santa Barbara
No Strings Attached, Nick Salvador, Baltic 37, Richmond

Division DH-2 (7/16 1:30 p.m.)

Moonshine, Dylan Benjamin & Rufus Sjoberg, Dogpatch 26, Richmond
Elise, Nathalie Criou, Express 27, San Francisco
Magic, Mike Reed, Express 27, San Carlos
Relentless, Doug DuBois, Jeanneau SunFast 3200, San Francisco
Weatherly, Tom Agerter, Olson 30, Superior, Wisconsin
Jamani, Sean Mulvihill, J/120, San Francisco

Division B (7/17 1:30 p.m.)

Brainwaves, Jim Brainard, J/35c, San Francisco
Ciao Bella, David Zarling, Tayana V460, Menlo Park
Split Water, David Britt, Beneteau First 10R, Richmond
Lightspeed, Rick Elkins, Custom Wylie 39, San Francisco
Tesa, Steve Haas, Catalina 42, San Jose

Bequia, Dennis Ronk, Beneteau 411, Vallejo
Sandpiper, David Overland, Lafitte 44, Seattle
Tiki J, Kim Worsham & Scott Dickinson, J/42, San Mateo
Tiki Blue, Gary Troxel, Beneteau 423, Richmond

Division C (7/18 2:15 p.m.)

Élan, Jack Peurach, Express 37, San Francisco
Maggie, David Douglas, C&C 37XL+, Berkeley
Nomad, Ross Blanchard, Tayana 48, Sausalito
Kotuku, Graeme Esarey, Farr 1220, Seattle
Cherokee Rose, Michael Moyer, Alajuela 48, Newport Beach
Andromeda, Antonio Luttmann, Swan 59, Acapulco

Division D (7/18 2:30 p.m.)

E.T., Tony English, Antrim 27, San Francisco
Por Favor, John Denny, Hobie 33, Sidney, BC
Buena Vista, Dwight Rowe, Olson 40, Ventura
Spellbound, Bob Gardiner, Olson 40, San Francisco
Sapphire, David Rasmussen, Synergy 1000, Richmond
Buzz Off, Linda Rodriguez, Henderson 30, Kona, Hawaii
Kaizen, Bob Rinker, Henderson 30, Seattle

Division E (7/19 2:45 p.m.)

Swazik, Sebastien de Halleux, Swan 45, San Francisco
Double Trouble, Andy Costello, J/125, Richmond
Warrior, Greg Constable, J/125, Nanaimo, BC
Hana Ho, Mark Dowdy, Santa Cruz 50, San Francisco
J World's Hula Girl, Wayne Zittel, Santa Cruz 50, San Francisco
Medusa, Jay Spalding, Santa Cruz 52, San Francisco
California Condor, Buzz Blackett, Antrim Class 40, Richmond
Icon, Kevin Welch, Perry 66, Anacortes, WA

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MAX EBB

"This is really small for a six-person raft," I said as I helped pull another soaking wet woman into the raft with me. The six survivors were packed in like sardines, just me and five women in wet clothes in one small liferaft.

It was like having a wet T-shirt contest inside a miniature Bounce House. And when the canopy was zipped closed, it was more like that scene from *Some Like It Hot* where Jack Lemmon in drag is hiding in Marilyn Monroe's sleeper car bunk, and five more girls in their nightgowns climb in with them for a party. Except everything was wet, and the raft was rolling and pitching a lot more than that Pullman car in the movie.

Then one of the air chambers started to go soft.

"Where's the pump?"

"Who has the bailer?"

"There's supposed to be a patch kit somewhere in here . . ."

Water was starting to pour in as I groped around for the patch kit, squashed between wet female limbs and torsos and other body parts, some of them partly draped in clingy wet lingerie.

Then the raft lurched violently to one side, almost capsized and barely righted itself. But we were in a raft in a swimming pool — where were these waves coming from? Then it lurched again, and a loud male voice was shouting at me: "Max! Wake up! You're on watch!"

I was confused. There were no men in this raft. Then everything vanished, it was pitch black but I was still bouncing around, and I remembered: I was in the windward pilot berth in a sailboat somewhere off the coast of California. No girls in a liferaft, no wet lingerie, no leak in the air chamber, no missing repair kit.

"Max, wake up!" the voice shouted again.

"O k a y , I ' m awake now," I stammered. "What time is it?"

"Ten to three," he informed me.

"You're on watch in 10 minutes. But the owner likes to follow merchant marine practice on this boat, so the new watch should be on deck five minutes early for the transition. See you upstairs. Wind's up a little, so put on all your gear."

It was our second night out, and we were racing south to warmer water. But

it was still very cold, and from the motion of the boat and the sound of the water rushing past the hull, I could tell that the wind had come up considerably. When the boat rolled to leeward, it felt as if it were on the edge of control.

I had managed only an hour or two of sleep during my off-watch. With great effort I pulled myself out of the sleeping bag, loosened the tricing lines to let the lee cloth down, and slid down out of the bunk. I found my sea boots and foulies in the head, then located my inflatable PFD and harness, and checked to make sure the strobe light, flashlight, VHF and whistle were all still attached. My wool hat and gloves were stashed deep in my sea bag, but fortunately I had followed advice to attach a keychain flashlight to the zipper pull, and recovered the hat, gloves and an extra sweater without turning on a cabin light.

Still more than a little groggy, I clipped on my harness tether from inside the companionway, then climbed out into the cold night air.

"Aloha, Max!" Lee helm greeted me cheerfully from behind the big steering wheel, apparently wide awake and enjoying the ride. "It's, like, a totally awesome night for fast sailing!"

The wind had in fact come up a lot, but we also had been lifted and the pole



up, right at three o'clock — I'd missed the five-minutes-early that our skipper preferred.

The other watch went below and it was our turn to race the boat.

"What a weird dream!" I confided to Lee and my watchmates. "I was in a raft in the pool at the California Maritime Academy, of all places. Just me and five women in wet underwear."

"Yeah, I get that one too," admitted the watch captain.

"It's the sleep deprivation combined with the abrupt wake-up calls," suggested the spinnaker trimmer. "You get lots of weird dreams at sea."

Lee and the watch captain consulted on the wind direction, our position, and the likely disposition of competitors, and decided not to call for a jibe. We settled in for a few hours of fast but easy sailing, with only an occasional grind on the spinnaker sheet when we caught a wave just right.

I made a comfortable back rest by propping a boat cushion against the low coaming, and tried to stay awake.

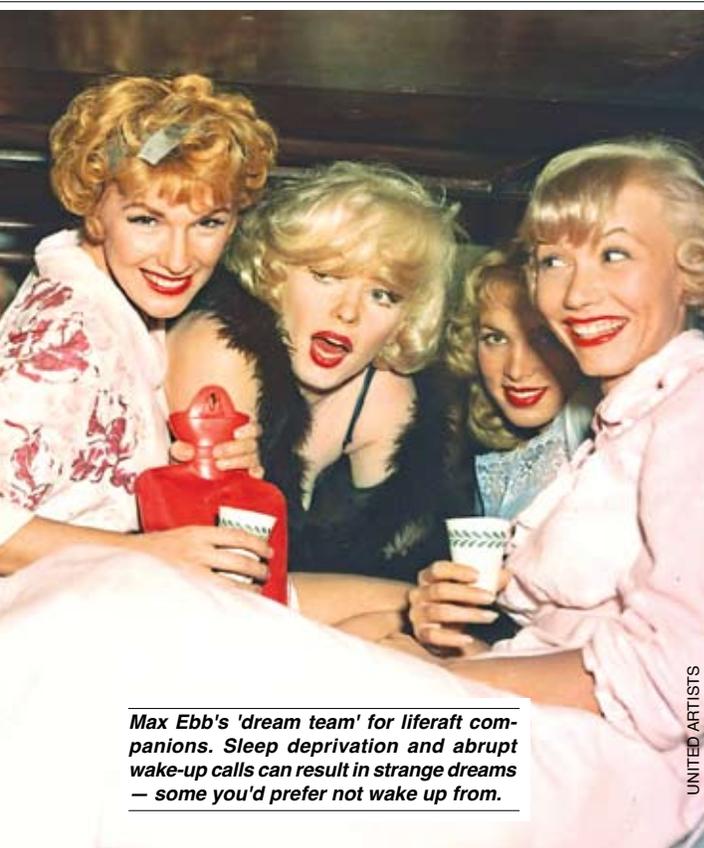
	8 AM	10	12	2 PM	4	6	8	10	11	12	1 AM	2	3	4	5	6	7
Skipper	ON		OFF	ON	OFF		ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Crew 1	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
Crew 2	OFF		ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Watch Captain	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
Crew 3	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
Crew 4	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON

Lee's 6-person station bill, with two standby modes on a 25-hour cycle.

was squared way back. The boat was sailing fast and easily — not nearly as precarious up here as I'd imagined from down below.

Lee was on my watch along with the watch captain and one other crew, already on deck and stationed at the spinnaker sheet winch. I was the last one

DREAM TEAM



Max Ebb's 'dream team' for liferaft companions. Sleep deprivation and abrupt wake-up calls can result in strange dreams — some you'd prefer not wake up from.

"This is the problem with a watch-on-watch station bill," Lee observed, not really addressing any one of us in particular. "Only two of us are actually racing the boat. Maybe three, if you count adjusting the spinnaker pole once in a while. One of us is just going to sit here being cold, wet and tired when they should be down below in a warm sleeping bag resting up for when we, like, really need all the hands for a jibe or a sail change."

"But I'm on watch," I yawned. "Gotta be ready for anything."

"I think it's bad seamanship to have too many people on watch," Lee said. "Just as it's bad seamanship to have not enough hands when you need them."

"Blondie Hasler," said the watch captain, "the Brit who was one of the founders of the first Singlehanded Trans-Atlantic Race, used to say that it's poor seamanship to ever get cold, wet or tired."

"But he had a junk rig and a dome, and almost never had to go on deck," I added.

"Okay, Lee," asked the trimmer. "How would you organize the watch system, other than alternating on and off with port and starboard watch-

es? We don't have enough crew for three watches."

"Instead of alternating between on and off," explained Lee, "there should be three modes, maybe even four on a big boat: On, standby, and off. When things are stable, as they are now, the standby position becomes the same as off-watch. When things are a little hairy, or when you need extra hands for a sail change or a jibe, then the standby people are on deck. It gives you the flexibility to keep everyone rested till they're needed."

"But don't you need to have a number of crew that divides evenly by three to make that work?" asked the watch captain after a little thought. "So you'd need six, nine or twelve crew total. We have eight."

"Not if you do a volleyball-style rotation," said Lee. "Every hour, or every two hours, or every 90 minutes depending on how you set it up, a new crew comes on watch and an old crew goes from on-watch to standby. That way it works for any number of crew. And you totally get to share the deck with more different people that way."

"And you get to hear more different jokes that way, too," added the trimmer.

"It also ends the watch-versus-watch rivalry," said the watch captain. "That can be good or bad. But still, you have 24 hours in the day, and if you have to have people coming on every hour, it won't usually work out evenly."

"That's a feature, not a bug," explained Lee. "You can make the watches longer during the day and shorter at night. You can set it up so the cycle repeats every 25 hours instead of every 24, which is a more natural cycle. But it's also too complicated for the crew to keep the schedule in their heads so you have to print up a new schedule for each . . ."

"Trim!"

Lee had allowed the boat to round up a little too far and the chute had partially collapsed.

"Time to switch drivers," announced the watch captain after the spinnaker was happy again. "Lee's been on for 30 minutes."

The trimmer took over and Lee moved to the winch position.

"I can see why your volleyball-style rotating three-mode watch system is not favored by traditionalists," I said. "You need a computer and a spreadsheet program and a printer. Because I think you'll have to print up a new chart for each day."

"For sure," Lee agreed. "But, like, we have all that stuff on board. There is one downside, though: Everyone really needs to have their own berth for this to work best. Otherwise, with a rotating schedule, you find a different empty bunk each time you go off-watch, and no one knows where anyone is sleeping when you need someone fast. With traditional watch-on-watch hot bunking, two people just switch off."

"One bunk per person can be tough on a race boat," said the watch captain. "We sure don't have room for it on this boat."

"It wouldn't be that hard," countered Lee. "Once the spinnaker goes up, the forepeak is habitable. And we could have added upper pipe berths easily, or another set of pipes aft of the quarter berths. And it really keeps the clutter down if everyone keeps their personal gear in their own bunk."

"Never mind that," said the trimmer, now the driver. "Last year we had one guy who was so seasick for the first two days he never got out of his bunk, even for his watches. That left not enough racks for the off-watch, and I ended up crashed out on a pile of wet sailbags on the cabin sole."

"Lee, you just don't want to sleep in a bunk that has other people's cooties," said the watch captain.

"More than just cooties when some guy is seasick. Or even just smelly. It's like

A 7-person station bill.

	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	
Skipper	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	ON	
crew 1	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2
crew 2	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON
crew 3	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON
Watch Captain	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON
crew 4	S-1	S-2	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	ON
crew 5	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	OFF	OFF	OFF	ON	S-1	S-2	OFF	ON

MAX EBB

the standard of living is higher when you have a bunk to yourself."

"I can see the advantage of having shorter watches at night," I yawned as I checked the time and contemplated how many more hours before the watch ended. Despite the extra sweater, I was already starting to get cold.

"But doesn't it work out uneven unless the off-watches are shorter too?" asked the driver, who was now probably the most alert person on deck. "I'm not sure you really gain anything with shorter watches at night."

"That's why the standby positions are important," Lee explained. "That way you usually get a lot more off-time than on-time at night, even with short intervals."

"But the crew won't be ready when they're needed," complained the watch captain. "I think this might compromise

	AM			PM				AM												
	8	9	10	12	2	4	6	8	9	10	11	12	1	2	3	4	5	6	7	
skipper	ON			S-1	S-2	OFF		ON			S-1	S-2	OFF	ON			OFF			
crew 1	OFF	ON		S-1	S-2	OFF		ON			S-1	OFF	ON	S-2	OFF					
crew 2	OFF	ON		S-1	S-2	OFF		ON			OFF	ON	S-1	S-2	OFF					
crew 3	OFF	ON		S-1	S-2	OFF		ON			OFF	ON	S-1	S-2	OFF					
watch Captain	S-2	OFF		ON			S-1	S-2	OFF		ON			OFF	ON	S-1	S-2	OFF		
crew 4	S-1	S-2		OFF			ON			S-1	S-2	OFF		ON			OFF	ON	S-1	S-2
crew 5	ON	S-1	S-2		OFF		ON			S-1	S-2	OFF		ON			OFF	ON	S-1	S-2
crew 6	ON	S-1	S-2		OFF		ON			S-1	S-2	OFF		ON			OFF	ON	S-1	S-2
cook	Breakfast			Lunch			Dinner			S-2	OFF									
navigator	Roll Call	OFF		Weather	S-2	OFF	Roll Call	OFF	S-2	wx	ON			S-2						

A 10-person station bill for a race boat with separate skeds for the cook and navigator.

the competitiveness of a big boat, if more than half the crew are in their sleeping bags and you need to give them 10 minutes to get geared up and on deck."

"On big boats you can do it with two standby modes," said Lee. "There's S-1 or 'standby one,' which is like a high standby. You can snooze but you have to have all your gear on, ready to jump on deck at a few seconds' notice. Then there's S-2, or

'low standby,' which means you can have your gear off and be in your sleeping bag, but you're the next one called up after S-1. Look, I've still got the chart on my phone"

Even though we were far offshore and away from cell phone coverage, Lee still had useful apps in her phone and kept it in a waterproof jacket. With the backlight very dim, she brought up a watch rotation schedule for a crew of seven.

"Two people on, three off, one on high standby and one on low standby at any given time," I remarked as I studied the chart. "So when standbys aren't needed it's two on and five off — seems awfully cushy for a race boat."

"It's four on and three off when the standbys are needed. But yeah, this was for a delivery. You could totally make it 3-1-1-2 for a more racy operation."

Then Lee showed me another station

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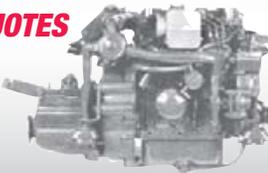
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DREAM TEAM

bill, this one even more complicated, for a 10-person crew. It had separate lines for the cook and navigator, leaving them free for their specialized tasks but working them in as standbys in the evenings after dinner, and giving the navigator an on-watch at night during the squally hours.

"I can see why this is too complicated for the crew to remember," I said. "You really do need to print one out for each day. Especially with those variable time intervals."

"The variable time intervals are important," Lee insisted. "Look at the way alertness and ability to concentrate vary with time of day."

She drew a graph with her finger in the condensation on the cockpit coaming, which I couldn't really see in the indirect red binnacle light. But I had seen these curves of alertness versus time of day, and had a pretty good idea what they showed.

"Isn't that for test subjects on a normal sleep/wake cycle?" I asked. "If it's a long race, people get used to being up

for part of the night. I would think that would equalize the alertness difference between night and day."

"Nuh-uh," she countered. "They studied people on night shifts, people accustomed to sleeping during the day and working at night. Some of the physiological factors like body temperature tended to follow sleep/wake cycle, but not alertness. So, like, alertness really does seem to be tied more to daylight and darkness than to the sleep schedule. Google 'circadian rhythm alertness' and look for the paper 'Independence of the circadian rhythm in alertness from the sleep/wake cycle'."

"I think that's also the logic behind the so-called 'Swedish' watch system, with two 6-hour shifts in the daytime and three 4-hour watches at night," I reminded her.

"But that inverts it every day. Check out the cave study in 'The circadian rhythms of human subjects without timepieces', also easy to find with a quick Google search. A much more natural cycle is 25 or 26 hours — so when I make

up a station bill I like to have everything happen one hour later each day for each crew."

"You get that on a cruise ship heading west," said the watch captain. "On a Pacific crossing, every day for eight days in a row they move the clock back an hour, so you can sleep an hour later and still get up in time for breakfast. It's the best vacation on the planet. Just don't book a passage east; that's hell."

"I dunno," I yawned again, "compared to this four-on, four-off schedule, a cruise ship going in any direction sounds pretty good."

My watchmates allowed me to snooze on deck for most of my watch, and the sun was already up when it was finally over. That perked me up a little, but not enough to keep me from crawling back into the pilot berth and back to sleep. I didn't even bother to get out of my foulies. For this off-watch I was asleep in seconds. Now if only I knew how to start up that dream again . . .

— max ebb

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THE RACING

The winds started picking up in June making for some great Bay sailing. This month we'll review the usual suspects, such as the **Spring Invite**, VYC's **Brothers Race**, **Spinnaker Cup** and the **Drakes Bay Race**, as well as the **Blind Sailing Regatta** and the **Hobie 16/20 NAs**. Farther afield, we'll look at this summer's **Olympics**, the **Around Catalina Race**, and more in **Race Notes**.

London 2012 Olympics Preview

The West Coast will be represented at the Olympics in late July by Molly Vandemoer of Redwood City, who is on Anna Tunnicliffe's stellar women's match racing team with New York's Debbie Ca-

OLYMPICS SCHEDULE

(Medal Race in bold)

Men's Events

Finn	7/29, 7/30, 7/31, 8/2, 8/3, 8/5
Laser	7/30, 7/31, 8/1, 8/3, 8/4, 8/6
470	8/2, 8/3, 8/4, 8/6, 8/7, 8/9
Star	7/29, 7/30, 7/31, 8/2, 8/3, 8/5
49er	7/30, 7/31, 8/1, 8/2, 8/3, 8/5, 8/6, 8/8
RS-X	7/31, 8/1, 8/2, 8/4, 8/5, 8/7

Women's Events

470	8/3, 8/4, 8/5, 8/7, 8/8, 8/10
RS-X	7/31, 8/1, 8/2, 8/4, 8/5, 8/7
Laser Radial	7/30, 7/31, 8/1, 8/3, 8/4, 8/6
Elliott 6m Match Racing:	
Round Robins	7/29, 7/30, 7/31, 8/1, 8/2, 8/3, 8/4
Brackets	8/7, 8/8, 8/9, 8/10, 8/11

Paralympic Events

Mixed Single-Person Keelboat (2.4mR)	9/1
Mixed Three-Person Keelboat (Sonar)	9/1
Mixed Two-Person Keelboat (SKUD18)	9/1

pozzi. Don't be surprised if these ladies bring home some new jewelry from their jaunt to England.

The Raileys, brother Zach and sister Paige, hail from Clearwater, FL, but sail for St. Francis YC. This is Paige's freshman outing at the Olympics in the Laser

The Olympic and Paralympic sailing events will be held at Weymouth and Portland in Dorset on the south coast of England. Check out the blue box for the complete schedule. Do you have tickets for the Nothe spectator site? Pack your Mackintosh - that's a raincoat, not a computer.

NBC is the official TV network of London 2012, but the Internet may be your best bet for watching the sailing events. See www.nbcolympics.com. We'll try to let you know on 'Lectronic Latitude of any sailing coverage on broadcast or cable TV. The official Olympic sailing site is www.london2012.com/sailing.

— latitude / chris

SFYC Spring Invitational

PRO Jim Barton decided to mix things up a bit for this year's Spring Invitational, hosted by San Francisco YC the weekend of June 9-10, by going with a trapezoid course. Competitors initially didn't know what to think about the new course but, by the end of the weekend, most admitted they liked the change of pace.

Saturday began beautiful and sunny, with a slight ebb, transitioning to a nice flat-water flood for the entire afternoon. The warm temps offered the opportunity for shorts to be worn on the course.

Desdemona ended the day with a couple of bullets in the J/120 division,



which went on much later than usual. Fuzzy post-mai tai Sunday morning saw more of the great weather with winds in the 12- to 16-knot range and flat water. Though there were no major collisions or other carnage, there were some changes to the leaderboard. *Desdemona* couldn't seem to pull it together, and dropped from first to third with *Mr. Magoo* climbing to the top in the J/120 fleet. *Stewball* pulled an ace and a deuce, which locked them in for top honors in the Express 37 fleet, and *Blackhawk*, while having a tough go of it on Sunday, managed to hang on to first in the J/105 division.

Blame it all on the mai tais.

— jeff zarwell

SFYC SPRING INVITATIONAL (6/9-10)

EXPRESS 37 — 1) **Stewball**, Bob Harford; 2) **Golden Moon**, Kame Richards; 3) **Expeditious**, Bartz Schneider. (5 boats)

J/120 — 1) **Mr. Magoo**, Stephen Madeira; 2) **Chance**, Barry Lewis; 3) **Desdemona**, John Wimer. (6 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons; 2) **Godot**, Phillip Laby; 3) **Arbitrage**, Bruce Stone. (14 boats)

Full results at www.sfy.com

Spinnaker Cup

From May to August, conditions on the ocean often stand in stark contrast



COURTESY US SAILING

Our West Coast Olympic sailors: Graham Biehl, Paige Railey, Zach Railey and Molly Vandemoer.

Radial. Finn sailor Zach won silver four years ago. He'll have a bit of go to turn the tables on Brit Ben Ainslie, who has won gold in the last three Games!

Graham Biehl of San Diego crews for Stuart McNay in the Men's 470. This will be their second try at the Olympics; the duo finished 13th in Qingdao. For detailed bios on all the sailors, see <http://olympics.ussailing.org/team/athletes>.

as did *Blackhawk* with 'guest skipper' Tim Russell at the helm in the J/105 division. Rumor has it that *Blackhawk* owner and usual skipper Scooter Simons was on safari in Africa. Meanwhile *Stewball* took no prisoners on Saturday with a hat trick in the Express 37 fleet.

The combination of the post-race party and galley reopening party back in warm Belvedere led to mai tai madness,



JEFF ZARWELL

The Spring Invitational fleet saw fantastic conditions, but felt the effects of the mai tais.

to those east of the Golden Gate. True to form, the light, shifty conditions that greeted the 23 racers at the start of the Spinnaker Cup, from San Francisco to Monterey, on May 25 gave way to stout 30-knot northwesterlies with 12- to 14-ft seas to match.

Marin's Andy Costello used the race as practice for this month's Pacific Cup aboard his J/125 *Double Trouble*, and finished just four seconds behind Daniel Thielman's Tiburon-based RP 44 *Tai Kuai* to correct out with both Division A and overall honors.

"We only won the race because of our totally lucky layline call from 26 miles out," said *Double Trouble* crewman Matt Noble. Matt added that they sailed the whole last leg completely pressed with their A4 asymmetrical kite and were fortunately lifted to the finish. "It kind of makes sense that it's better to press hard than to be low and slow in the ocean."

The finish, complete with on-the-dock interviews, was shown on Fox KION-TV. It was refreshing to see the mainstream media present sailors besting the elements in prime-time coverage.

Second overall and first in Division B

was *War Pony*, Mark Howe's Richmond-based Farr 36 with sailing master Will Paxton. *War Pony* turned around at the finish and sailed directly back to the Bay only to be greeted by fireboats and fanfare. Upon sailing under the Bridge, Will posted on *Facebook*, "Coming in under the Bridge from an ocean mission is always special. Today for several reasons even more so."

Indeed, not only did May 27 mark the departure of the *USS Iowa* but also the 75th anniversary of the Golden Gate Bridge.

Welcome home, sailors!

— dave wilhite

**SFYC/MPYC
SPINNAKER
CUP (5/25-27)**

DIVISION
A — 1) **Double
Trouble**, J/125,
Andy Costello;
2) **California
Condor**,
Class 40, Buzz
Blackett; 3) **Tai
Kuai**, Custom
R/P 44, Daniel
Thielman. (6
boats)

DIVISION
B — 1) **War
Pony**, Farr 36,
Mark Howe; 2)

2) **Bustin' Loose**, Sydney 38, Jeff Pulford; 3) **Lucky Duck**, Wauquiez 45S, Colm Pelow & Dave MacEwen. (7 boats)

DIVISION C — 1) **Bequia**, Beneteau Oceanis 411, Dennis Ronk; 2) **Élan**, Express 37, Jack Peurach; 3) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook. (10 boats)

DIVISION D — 1) **Redhead**, Cal 40, Walter Smith; 2) **Tiki J**, J/42, Scott Dickinson; 3) **Escapade**, Sabre 402, Nick Sands. (5 boats)

DIVISION E — 1) **Furthur**, Santa Cruz 27, James Clappier; 2) **Temerity**, Olson 34, David Nabors; 3) **Pegasus**, J/35, Marc Sykes. (11 boats)

VYC Brothers Race

June 2 was a rambunctious day for racing, as evidenced by the carnage seen during the Delta Ditch Run (see page 90 for that report). So it's no surprise that the fleet racing in Vallejo YC's Brothers Race took a pounding. Right out of the gate, Robbie Gabriel, singlehanded on her Moore 24 *Sweet Tea*, took the lead and held it on the 26-mile course from the club, down to The Brothers and back.

"After I rounded the rocks under full main and number four, I put my number two up thinking I would be a little faster downwind," says Gabriel. "I wanted to win the race!" With winds in excess of 25 knots, it's no wonder *Sweet Tea* saw a top speed of 19.3 knots over ground on the way home. "I didn't know whether to laugh, scream or cry, but I knew if I didn't stay focused, I'd be dead!"

In addition to taking line honors, Gabriel had the decidedly paradoxical honor of also placing 'DFL'. *Sweet Tea* was the only boat to race.

VYC BROTHERS RACE (6/2)

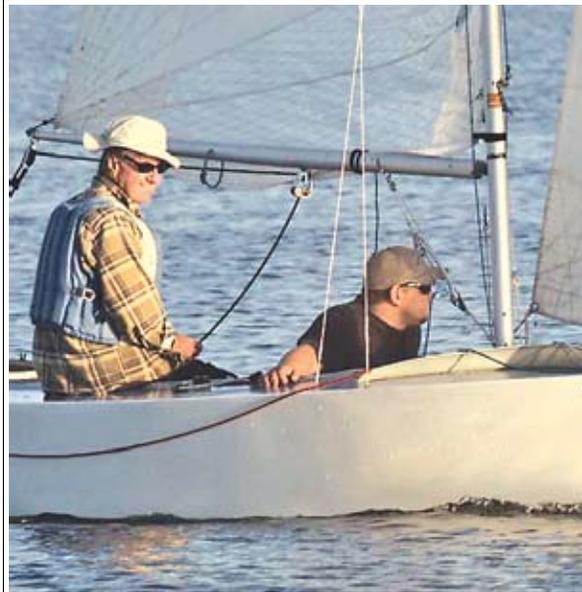
OVERALL — 1) **Sweet Tea**, Moore 24, Robbie Gabriel. (1 boat)

Robbie Gabriel nabbed first and last place on her Moore 24 'Sweet Tea' in VYC's Brothers Race.



ANDREA GIRARDI

THE RACING



ALL PHOTOS FRED FAGO

Beer can races are a terrific way to get started in local racing. They're generally low-key events that give folks a great excuse for going sailing. After the finish, participants meet back up at the hosting club to hoist a few, discuss the race, tell tall tales, and generally enjoy the company of like-minded souls. Encinal YC's June 1 Friday night race also offered racers plenty of opportunity to practice their light-air sailing skills. Why not join a series for the summer?

Drakes Bay Race

Different boats finished first on each day in every division of the OYRA Drakes Bay Race on June 9-10. On Saturday, the course from Knox to Drakes Bay mostly favored the fastest boats. The race started out with an ebb and in light air but the wind — and sea state — built to unpleasant proportions during the race. "If you want to get the idea of what Saturday was like," said OYRA President Andy Newell, who raced on his Santana 35 *Ahi*, "just drop a camera in a washer, or maybe send it down a water slide."

In Sunday's varying wind conditions, the boats with better handicaps occupied the top spots. In PHRO1, Shawn Price's Santa Cruz 40 *Sea Stig* won by default — none of the Santa Cruz 50s he competed against on Saturday raced.

— latitude / chris

OYRA DRAKES BAY RACE I (6/9)

PHRO1 — 1) *Deception*, SC 50, William Helvestine; 2) *Hana Ho*, SC 50, Mark Dowdy; 3) *Emily Carr*, SC 50, Ray Minehan. (4 boats)

PHRO2 — 1) *Split Water*, Beneteau First 10R, David Britt; 2) *Poseidon's*, J/105, Peter Molnar; 3) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook. (4 boats)

PHRO3 — 1) *Ohana*, Beneteau 45F5, Steve Hocking; 2) *Ahi*, Santana 35, Andy Newell; 3) *Cassiopeia*, Islander 36, Kit Wiegman. (5 boats)

SHORTHANDED — 1) *Punk Dolphin*, Custom Wylie 38, Jonathan Livingston; 2) *Racer X*, J/105, Rich Pipkin & Mary McGrath; 3) *Culebra*, Olson 34, Paul Nielsen. (6 boats)

OYRA DRAKES BAY RACE II (6/10)

PHRO1 — 1) *Sea Stig*, SC 40, Shawn Price. (1 boat)

PHRO2 — 1) *Can O'Whoopass*; 2) *Split Water*; 3) *Poseidon's*. (3 boats)

PHRO3 — 1) *Cassiopeia*; 2) *Ahi*; 3) *TESA*, Catalina 42.5, Steve Haas. (5 boats)

SHORTHANDED — 1) *Culebra*; 2) *Racer X*; 3) *Punk Dolphin*. (5 boats)

Full results at www.yra.org/OYRA

Blind Sailing Regatta

The second California Invitational Blind Sailing Regatta, sponsored by the Marin Sailing School Program for the Blind and others, got underway June 1-3 at Island YC in Alameda. Friday's practice sessions proved there was stiff competition and some aggressive sailors among the fleet, with lots of yelling for room and rights at the start line.

All nine teams competed on J/24s donated to the regatta, and the racing began at 10 a.m. on Saturday in light 4- to 6-knot winds. The 36 racers completed two short courses before lunch,



and by 1 p.m. the wind had built to 10-15 knots with the strongest winds farther up the course toward Jack London Square. The RC took advantage of the perfect conditions and squeezed in four more races — two long-course and two short — before 4 p.m.

Aggressive sailing was evident during the races, which were followed by a few protests owing primarily to a number of forceful port tackers at the start, and a failure to observe inside overlap at the leeward mark.

An injury to *Canada I*'s sighted jib trimmer and a lack of wind forced the postponement of Sunday's first race for at least 30 minutes. Racing eventually continued, though the wind barely did, and the injured crew was replaced by IYC member Dawn Chesney.

The first race saw 0-3 knots with one boat eking out a sufficient lead to hit the

slight wind patches first and maintain a big lead. In fact, once the first boat crossed, the course was shortened for the rest of the fleet, who were directed to round the crash boat sporting a shortened course flag.

The final race had a bit more wind, maybe 7 knots by the end, and the winner was decided out of nine races with one throw-out. Coming in third was *Canada II*, and the home team advantage seemingly dominated with *BAADS* placing second and *California I* taking first.

A Sportsmanship Trophy was awarded by peers to the only female visually impaired competitor, helmsperson for the *California II* team, Erin Lauridsen.

Many from this regatta are looking forward to the upcoming competition for a spot at the World Championships next year near Yokohama, Japan.

— kristen soetebier

CALIFORNIA INVITATIONAL BLIND SAILING REGATTA (6/2-3: 9r.1t)

OVERALL — 1) **California I**, 19 points; 2) **BAADS**, 24; 3) **Canada II**, 27; 4) **Carroll Center I**, 35; 5) **Carroll Center II**, 37; 6) **New Zealand**, 41; 7) **Canada I**, 42; 8) **California II**, 52; 9) **Japan**, 52. (9 boats)

Hobie 16/20 North Americans

Races started promptly at noon on Monday, June 18, in the Hobie 16 & 20 North Americans, sailing out of Sausalito with teams from Fiji, Puerto Rico, Brazil, Canada and the U.S. The start line was set just west of Angel Island (Pt. Knox), with the weather mark just to the right center of the Golden Gate Bridge. The first race saw winds of 10-20 knots from the southwest, and staying in the breeze was the challenge. By the third race, the wind had strengthened to 25+ at the top of the course, and staying upright was the challenge — the chase boats had their hands full tending to capsized and turtled cats. "About 25% of the fleet

THE RACING

capsized at some point during the three races of day one," reported course marshall Jeff Zarwell.

Conditions improved on Tuesday. "The marine layer was weak during the night," reported Rich McVeigh, a Hobie 16 sailor from Maryland, "and we had full sun and warmer conditions but not much of a thermal." The race committee instituted a short postponement as the fleet had such a slow sail out of Richardson Bay to the racing area. "Winds were from the west but varied from 3 to 18 knots, usually all in the same leg," said McVeigh. "Finding the wind lanes and staying in them was the challenge of the day. The south side of the course typically had much more wind. The AC45s visited us again and we got a much closer view."

Wednesday offered more great sailing with flat water and moderate winds. "It quickly became apparent that the South Americans were very well adapted to the conditions found on the Bay, as most were at the top of the chart by the end of the day," noted Zarwell.

Racers got a taste of the real San



JEFF ZARWELL

Racers in the Hobie 16 & 20 North Americans saw just about everything the Bay could dish up.

Francisco Bay on Thursday when fog, 20-knot winds gusting to 30, and a southerly fetch forced a full third of the 20 fleet to drop out during or just after the first race of the day. "PRO Matt Bounds sent the 20s back to the beach," recalled Zarwell, "and moments later, a

representative from the 16 fleet came over to the signal boat to say that the fleet had taken an informal poll and the 'Fun Meter' was registering zero." With a mutiny rumbling in the ranks, Bounds ended racing for the day.

In stark contrast, Friday offered up fog so thick it fell like rain with light and variable breeze. "We were able to give them every possible weather condition, with the exception of snow and lightning, in just one week," joked Zarwell.

After 13 races, two Puerto Rican crews topped the Hobie 16 fleet: Enrique Figueroa and Christian Maysonet led with all firsts but one (and one throw-out), followed by Francisco Figueroa and Jolliam Berrios in a distant second. Marcos Ferrari and Priscila Ralisch from São Paulo, Brazil took third.

In the 20 class, Mark and Tiffany Lewis of Pine Grove led for most of the 12 races (one throwout), with Phil and Bev Collins of Piedmont, Oklahoma, nipping at their heels for second. Far behind the two leaders, Novato's Tim and Jane Parsons rounded out the

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— *latitude / chris & ladonna*

HOBBIE 16 NAs (6/16-22; 13r:1t)

OVERALL — 1) Enrique Figueroa/Christian Maysonet (San Juan, PR), 14 points; 2) Francisco Figueroa/Jolliam Berrios (San Juan, PR), 51; 3) Marcos Ferrari/Priscila Ralisch (São Paulo, Brazil), 56; 4) Filipe Frey/Geisa Lira (São Paulo, Brazil), 75; 5) Keki Figueroa/Natalia Olivero (San Juan, PR), 81. (34 boats)

HOBBIE 20 NAs (6/16-22; 12r:1t)

OVERALL — 1) Mark & Tiffany Lewis (Pine Grove, CA), 25 points; 2) Phil & Beverly Collins (Piedmont, OK), 27; 3) Tim & Jane Parsons (Novato, CA), 49; 4) Mark Zimmer/Kim Cooper (Fremont, CA), 52; 5) George Pedrick/Gene Harris (Pt. Richmond, CA), 55. (16 boats)

Full results at www.hcana.hobieclass.com

Around Catalina Race

The Annual Around Catalina Race, held over Memorial Day weekend, saw some great racing and close finishes. Every year Dana Point YC and Cabrillo Beach YC coordinate the regatta that has been held since 1981. The race is also the fourth stop of the Ullman Sails

Offshore Championships.

The starting sequence was inverted, which meant the cruising classes started early and the slower-rated PHRF boats were given a jump on the A Class yachts to promote similar finishing times for all 47 boats. This year I was on the J/125 *Timeshaver*, and after watching all the boats leave Angel's Gate in San Pedro we finally got our start. There was a mix of good boats in the fleet, from the Farr 40 *Temptress* to the SC 50 *Horizon*.

We started in around 15 knots of wind and got out without incident. We positioned ourselves a little higher and closer to Point Fermin than *Horizon* and *White Knight* — we were hoping for a lift up to Catalina Island. Unfortunately, the opposite happened. We found ourselves headed into *Horizon's* stern and



BRONNY DANIELS

'Timeshaver' kept getting bigger and bigger in the Around Catalina Race, until . . .

not looking pretty.

Horizon and *Temptress* were first around the island, and we were in hot pursuit only 10 minutes behind. We set the 3A spinnaker and then went to the 2A as the angle went further behind us. In front of us the two boats were getting bigger as we plugged along in the fresh breeze. There was one other boat that had a jump on everyone and they were

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THE RACING

looking good for an overall win. To my surprise, the boat was the Jeanneau 44 *Sleeper*. They were looking really fast with their large symmetrical spinnaker poled way back and heading right toward the east end of the island.

Our first jibe was toward China Point and, as we approached the island, the wind started to build and really became J/125 conditions. Our boatspeed was averaging in the low teens and saw a high of 16 knots in about 18 knots of wind. This top speed came with the 1A up in a healthy puff as the sun was starting to sink over the horizon. Both boats in front of us were getting closer and we were now in the hunt.

The East End was rapidly approaching and the wind was rapidly dying. Not an ideal situation, as we still needed to get past the boats in front of us. We tried to cut in a little closer to the island and this seemed to be working . . . until we hit the wind shadow. We cut it a little too close and were now firmly in the lee of the island, watching everyone sail around us. Not a good decision as it was only a ¼-mile difference between some and no



NILS BERGMANN

Paige Railey took 9th at the Laser Worlds.

wind. The Class 40 *Yippee Kai Yay* was fast approaching and used us as a road map to see where *not* to go. They successfully avoided our hole and so did a lot of other boats.

When we finally got moving again it was too late and we had given up too

much distance to recover. *Horizon* held on for the A Class victory and had the honor of first to finish. The Jeanneau 44 *Sleeper* had a really good race and corrected out first overall! Head over to www.dpyc.org to check out the results.

— keith magnussen

Race Notes

Hundreds of sailors from 60 nations competed in the **Audi Laser World Championship 2012** this May in Boltzenhagen, Germany, with 168 men racing on May 4-10, and 133 women racing in Laser Radials on May 14-20. Paige Railey, sailing for St. Francis YC, finished ninth in the Gold class. She found the venue challenging. "You're always having to think ahead," she said. "What will happen in five minutes? Can you think farther ahead than anyone else?"

In the Silver class, Christine Neville of Oakland placed a very respectable 17th out of 66 entries. After the regatta, she wrote, "I have to work on race attitude. I don't like to be pushy on the water. But, the take-no-prisoners attitude is

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important! I let other boats force me to the left side of the course when I want to go right. I should be tacking to port and trying to get away with crossing if I feel that is the way that I want to go." Read more about Neville in this month's *Sightings*. The official website can be found at www.laserworldchampionship.com/en.

Eight yacht clubs, including St. Francis, fielded six-person teams for the first annual **Women's Invitational Team Race Regatta** at American YC in Rye, NY. The event, held on June 9-10 in Ideal 18s, is believed to be the first open all-women's team race event in the U.S. Sally Madsen/Kellie Fennessy, Linda Stephan/Natasha Baker, and Taylor Robinson/Sarah Adams sailed for StFYC. "We sailed a light-air round robin, qualified for the gold fleet, and ended up fourth overall," said team captain Madsen. NYYC finished in first place with only one loss.

Participants in **Ullman Sails Long Beach Race Week** were pleased with the breeze on June 22-24. The win-

ning Farr 40 skipper, Malibu's Jeff Janov of *Dark Star*, said, "We love Long Beach." San Diego's Mark Surber, whose J/125 *Derivative* beat out second place Steve Stroub's SC 37 *Tiburon* with a perfect score in PHRF-2, agreed. "It's the best sailing in Southern California. That's why we come up here."

Jim Sears' *Viper* sailed a couple of races on Saturday without him so that he could attend the Emmy Awards — he was nominated for co-hosting *The Doctors*. "We won the regatta but lost the Emmy to Regis Philbin," he said. He's been sailing a *Viper* for only a year; his boat name, *F.N.G.*, stands for *Fucking New Guy*.

Team ABYC's chartered *Catalina 37*



RICH ROBERTS

Antony Chapman, from Arizona, fights to control his Viper in Sunday's brisk breeze at Ullman Sails Long Beach Race Week. Drew Harper's 'dilligaf' of San Francisco is just behind him.

was One Design Boat of the Week, while Steven C. Crooke's J/109, *Sugar*, was PHRF Boat of the Week. Co-host LBYC's Team 1 won the regatta's Yacht Club Challenge. See www.lbrw.org for complete results.

— latitude / chris



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BOAT RESTORATION, RENOVATION, RETROFIT

WORLD

We'll skip our usual destination reports this month and bring you the **Pros and Cons of Putting Your Boat in a Charter Fleet** — both locally and internationally.

A Look Behind the Scenes in the Bareboat Biz

Have you ever wondered why most local sailboat rental fleets comprise such a wide diversity of makes and models? The answer is that the boats they offer are generally *not* owned by the company, but by individuals like you. It's a fascinating system, really — a win-win arrangement that has benefits for both the rental outfits and their outside partners.

How does it work? Here in the Bay Area there are more than a half-dozen sailboat rental firms (primarily sailing schools and clubs). They each offer slightly different arrangements to potential partners. Generally, though, the idea is that when you put your boat in a rental fleet, the company will market her for charters and/or lessons, make sure she's kept shipshape, do (or oversee) most of the normal maintenance, and give you up to 60% of the rental income.

You, the owner, still have to pay the slip rent, insurance, maintenance costs (including haulouts), and the mortgage, of course, if it's not yet paid off. But the rental outfit covers any damage beyond normal wear and tear done by charter clients.

Consider this: If you're like most boat owners, your boat sits idle in her slip most of the time, and for every day you use her to go out and have fun, you probably spend at least half a day doing maintenance. By contrast, if you put her in a rental fleet you can still block

Here on the Bay, charter companies love big, comfy boats like this Beneteau 42, as they're roomy, stable and ideal for overnights.

out time for personal use, but if the rental outfit is holding up its side of the bargain, you won't have to worry about coming down the day before to make sure the cockpit's clean and there's fuel in the tank.

You can't place just any old boat in most fleets, though. Generally speaking, most charter outfits want clean, well-maintained, production-built boats that are less than 10 years old. And at least one firm here accepts only new boats. The more popular your boat's make and model is, the more income you'll earn — we're talking about late-model sloops such as Beneteaus, Jeanneaus and Catalinas in the 34- to 42-ft range.

We should warn you, though, that if you're a fastidious caretaker of your floating mistress, and you're likely to become apoplectic if you find a tiny scratch in her gelcoat or a nick in her teak coamings, such programs are probably not for you.

That caveat aside, we can think of all sorts of scenarios where moving your boat into one of these "yacht management programs" would make perfect sense: Suppose you realize that you're just not using her much these days due to work and/or family commitments, and in this down economy the slip and maintenance costs are putting an uncomfortable squeeze on your cash flow. Or suppose you've bought and paid for a boat that you intend to take cruising in a few years, but you could use some rental income now to build up your cruising kitty. Or perhaps you'd like to invest in a new boat, but the prospect of making mortgage payments as well as covering slip rent and maintenance costs has given you cold feet.

There are also lots of avid sailors who live inland — say in Tahoe, Reno, or Sacramento — who'd love to own their own boat for occasional weekending, but couldn't possibly drive down often enough to do regular chores such as keeping batteries charged, bilges pumped, and decks



CLUB NAUTIQUE

cleaned. These days, when just about everyone who still has a job seems to be overextended, putting your boat in a rental fleet makes more sense than ever — especially if the alternative is selling her in a heavily lopsided buyer's market.

How much money can you make? Again, it depends on whether you have the oldest, ugliest boat in the fleet or a model and size that is in high demand every weekend. Marianne Armand of Club Nautique gave us a good example: "Our Beneteau 34s are the biggest boats that the majority of folks taking lessons can take out on their own." The company's fleet-wide rental target is somewhere around 50 days a year, "but boats like the 34s can exceed that by a lot," she says. You do the math. At \$260 per weekday or \$410 per weekend day, a 60% share of the take can add up to a tidy sum. (These are new or nearly new boats.)

Obviously, if you were entertaining the idea of buying a boat specifically to



MODERN SAILING

OF CHARTERING



J WORLD



THE MOORINGS

Clockwise from left: Picture yourself at the helm of a Hunter 41 from Club Nautique, a J/80 from J World or a sleek Jeanneau 545 from The Moorings. Now picture yourself depositing a nice fat check from the charter income earned by 'your' charter boat.

put in charter, you'd be wise to do your homework as to which brands, interior configurations and sizes are the most popular. "Four of our newest owners are former students who decided to buy boats and put them in the fleet," notes Marianne.

Mollie Hagar of Sausalito's Modern Sailing points out an interesting phenomenon that plays into this discussion: "The biggest trend we've seen lately is that more people seem to be renting boats these days than ever before. Due to the recession fewer people are committing to buying, and as a result, our membership has doubled in the past few years."

Modern Sailing's management program is similar to Club Nautique's, but each company's plan has its own unique variations. We'll leave it to you to sort out the subtle differences.

Although most of J World's fleet are

J/boats, General Manager Barry Demak explains that he isn't restricted from accepting other brands, but they must be performance-oriented models.

"Because we don't do as big a volume as some local companies," he explains, "we take a somewhat different approach." Each management agreement is customized based on the needs and desires of the owner, he says. For example, there's at least one J/109 in the fleet whose owner allows it to go out for lessons or skippered charters, but it can't be bareboated by students. Similarly, the fleet's 52-ft J/160 — which Barry says is the only \$600,000 rental

boat on the Bay — is used for luxury charters only, with both skipper and crew supplied.

Matt Kepner of Tradewinds Sailing explains that his company offers yet another approach. For a fixed monthly rate club members can take advantage of "unlimited sailing" (within the constraints of scheduling rules). Matt points out that the system is a big advantage for potential boat buyers who want to try out a wide variety of boat types. Under the program, owners can use their own boat as much as they want also.

There can also be substantial tax advantages to putting a boat in a local fleet. Jerry Nassoioy, fleet manager of Club Nautique, explains that when you put a boat in a charter program it essentially becomes "a business" operating under the charter firm's license. Under IRS rules, as long as the owner does 100 hours of maintenance a year his boat can qualify as an "active participating business," meaning that owners are legitimately allowed to write off all sorts of expenses such as dockage, insurance, and repairs against their personal income. The value of the boat can also be depreciated. (See your tax professional for a complete analysis.)

Now that we've given you an overview of how local management arrangements are organized, let's look at the international bareboat scene.

You may be surprised to learn that bareboats offered for chartering in exotic foreign destinations are generally *not* owned by the operating company either, but by individuals like you.

These days it's hard to find activities that all members of the family can enjoy equally. We like to think that sailing is a rare exception.



CLUB NAUTIQUE

WORLD

The details of these yacht management arrangements vary — especially between top-tier companies that offer only new or nearly new boats, and second-tier companies that specialize in boats up to about 12 years old.

The Moorings and Sunsail are the world's largest bareboat operators, and both companies are now owned and operated by Tui Marine. Steve Long, who sells boats into both programs, explains that the details of the deals he makes are substantially different from what you'll find at a local sailing club or school.

Fundamental differences stem from the fact that these companies have bases all over the world. Because they must place specific boat types where they need them most, boat owners don't necessarily get a say in where their boat is located. Another difference is that incoming boats must be configured with electronics and amenities to match sisterships within the fleet.

But when you're ready for a sailing vacation, you can take it at any base location you choose on a similar-sized boat as your own — Tahiti, Australia,



CLUB NAUTIQUE

Oh, yeah! Having some fun now. Putting a boat into charter should allow you to have more time on the water with fewer financial concerns.

the Seychelles, or wherever. Owners get up to 12 weeks a year for personal use, and these weeks can be given to friends or clients or donated to charity, and can also be 'sublet' for cash with some restrictions. (Tui uses a points system to sort out the differences between peak

season — i.e. Christmas week — and low season use.)

Unlike local Bay Area companies, Tui covers the costs of dockage, and all maintenance, including haulouts. Owners are contractually guaranteed a minimum monthly amount that will usually cover the mortgage. Owners do have to come up with a 25% down payment, however, which could run in the neighborhood of \$80,000 to \$125,000 — a substantial chunk of change for most of us. Long explains that when a given boat reaches the five- to five-and-a-half-year age limit, there would typically be 60-65% of the mortgage left to pay.

At that point, an owner has several options: keep it for personal use, sell it into the used boat market — and perhaps buy a new boat for the fleet — or put it into a second-tier company that specializes in slightly older boats (explained later).

Undoubtedly, many boats placed with big international firms are owned by small businesses or corporations due

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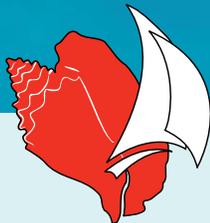


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OF CHARTERING

to the tax advantages. (Again, talk to a tax professional to sort out the pros and cons.)

To get another perspective we checked in with Barney Crook, founder and general manager of TMM Yacht Charters, one of the oldest top-tier bareboat operators in the British Virgins — now with bases also in Belize and the Grenadines. "Our management program is very straightforward and is basically the same as it has been for the past 30 years. We take a 25% commission for the sale of the charter and credit the remaining 75% to the owner," he explains. That income is offset by costs incurred such as dockage, utilities, "turn around fees," parts and labor. TMM has no restrictions on owner use, and offers this interesting variation: "If the owner is able to promote charters themselves and handle all paperwork, money collection, etc., there is no commission charged." (TMM specializes in catamarans, and is a dealer for Lagoon, Fountaine-Pajot, Matrix, Nautitech, Beneteau & Jeanneau.)

Conch Charters is a small company with a relatively large fleet that's been operating in the BVI for 25 years. According to Andrew Waters, one of several onsite managers, their management program is similar to others, in that the majority of revenue a boat earns goes to the owner, with normal expenses deducted. One thing that's unique about Conch, Andrew says, is that "if owners need to discuss some issue concerning their boat, they can talk directly with a manager." Although Conch gets some new boats, most of their fleet is around five years old.

The number of five- to six-year-old boats that have been moved out of the large international bareboat fleets dur-



SUNSAIL

You might think owning a big cat like this is out of your league, but the numbers change dramatically when it's in a charter fleet.

ing the past 20 years has created a lively second tier of smaller companies that market charters at appropriately lower rates. This practice has created another win-win situation, because the buy-ins are substantially less for potential investors, and bargain-minded vacationers can take life-changing vacations that they might not have been able to afford

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WORLD OF CHARTERING



otherwise.

A case in point is the Leopard 45 catamaran 'ti Profligate. *Latitude's* publisher Richard Spindler bought her a few years ago when she 'aged-out' of The Moorings fleet, and placed her with BVI Yacht Charters in Tortola. Not only does he get to use her whenever he wants — that's where he and Doña de Mallorca stay during their annual winter hiatus in St. Barth — but since the boat's paid for he

If sailing vacations are your favorite type of getaway, crunch the numbers and see if a yacht management plan works for you.

gets a tidy little income from his share of the rental fees. We should note also that Tui owns its own second tier firm called Footloose Charters.

Regardless of which company you choose to work with, though, and whether you invest in a new or used boat, let us be perfectly clear that yacht

management programs at either the local or international level *are not* ways to get rich quick. In fact, if you were to sit down with an accountant and stack them up against other potential investments, you'd probably find more profitable places to invest a big chunk of capital.

What they do offer, however, is an investment in a lifestyle that has both tangible and intangible benefits. To our way of thinking, just being able to look forward to multiple weeks of 'free' sailing time in some of the world's top sailing destinations would probably keep a smile on our faces 24/7. And on the local level, being able to simply show up, hoist the sails and go sailing with no pre-sail or post-sail prep and maintenance seems pretty luxurious too.

If investing in a charter fleet sounds enticing to you, we suggest you get out your notepad, pick up the phone, and start doing your homework. Who knows, in terms of lifestyle enhancement, you may find it's the best investment you've ever made in your life.

— *latitude/andy*

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'Big Bang for the Buck' Charter Cat in the British Virgins?

Consider the Wanderer's Leopard 45 catamaran *'ti Profligate*, which he bought out of The Moorings program, and which features four double-cabins with heads ensuite. She's not a new boat, but she's got all kinds of new stuff and is in great shape. We know, because we just spent three blissful months on her in St. Barth.



BVI Yacht Charters, which has been in business for over 35 years, and which has taken such great care of her, charters *'ti* out for \$4,350 from August 1 to October 31; for \$4,995 from November 1 to December 15; for \$6,550 from December 16 to January 5; and for \$5,750 from January 6 to January 31.

Compare these prices with any other four-cabin, 8-person cat, and we think you'll smile. Call BVI Yacht Charters at (888) 615-4006 for reservations.

INSIDERS TIP: *'ti* doesn't have air conditioning, so forget chartering her in the steamy late summer and fall. The best time is November 1 to December 15, because the weather is great, the price is right – and because *'ti* is already booked from January 15 all the way through May 15 of 2013.

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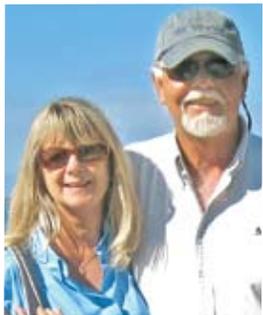
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CHANGES

With reports this month from **El Tiburón** in Ensenada; from **Gitana** on taking two Northern California crew from the Caribbean to the Chesapeake; from **Hydroquest** on waltzing in La Paz; from the Wanderer on **North Sound and the Bitter End YC**; from **Cirque** on a Canal transit; from **Trilogy** on the passing of Don Thomas; from **Final Escape** on an interspecies rescue; and **Cruise Notes**.

El Tiburón— Tayana 47 Darrell and Sarah Powell Erickson Baja Naval (San Francisco)

I read *Latitude's* June article on boat-yards, and wanted to add one more to the list. I know *Latitude* focuses on all the great yards in the San Francisco Bay Area, but so many *Latitude* readers sail to Mexico for extended periods of time that I thought I'd mention how happy we've been with the Baja Naval yard in Ensenada.



Sarah and Darrell.

We hauled out after being 'on the road' in Mexico for two years, by which time *El Tiburón* really needed some fresh bottom paint. The work was very professional and it was obvious that they really cared. In addition to doing our boat's sorry-ass bottom, they were also very helpful in coordinating the additional work that we needed — such as new upholstery, new countertops and updates to our dodger.

But my favorite thing about Baja Naval is the statue of the regal virgin *Nuestra Señora del Carmen*, located near where the Travelift launches boats. *Señora* is the *Patron de Los Marineros* who protects mariners and vessels on their voyages. Fishermen are a big part

Sparky, the *El Tiburón* dog, stands guard over *Nuestra Señora del Carmen*. *El Tiburón* is launched at Baja Naval.

of Mexican life, so her birthday, July 16, is celebrated with great fanfare. That means plenty of music and fireworks. My second favorite thing about Baja Naval is that all the workers play baseball during their lunch break.

We'd also like to put in a good word for Marina Coral. As with all the other marinas we've been to in Mexico, the staff was very friendly and helpful. The day we arrived, the marina was sponsoring a concert by Aleks Syntek, who has performed with countless major American music stars. Wow, what a multi-talented guy! Marina Coral hosts a series of summer concerts under a big tent, and they feature lots of great local food and wine. We died and went to heaven over the sushi-style mushroom caps stuffed with spicy marlin in tempura batter — which we happily washed down with a very nice red wine from a nearby vineyard. Our Marina Coral experience was fantastic.

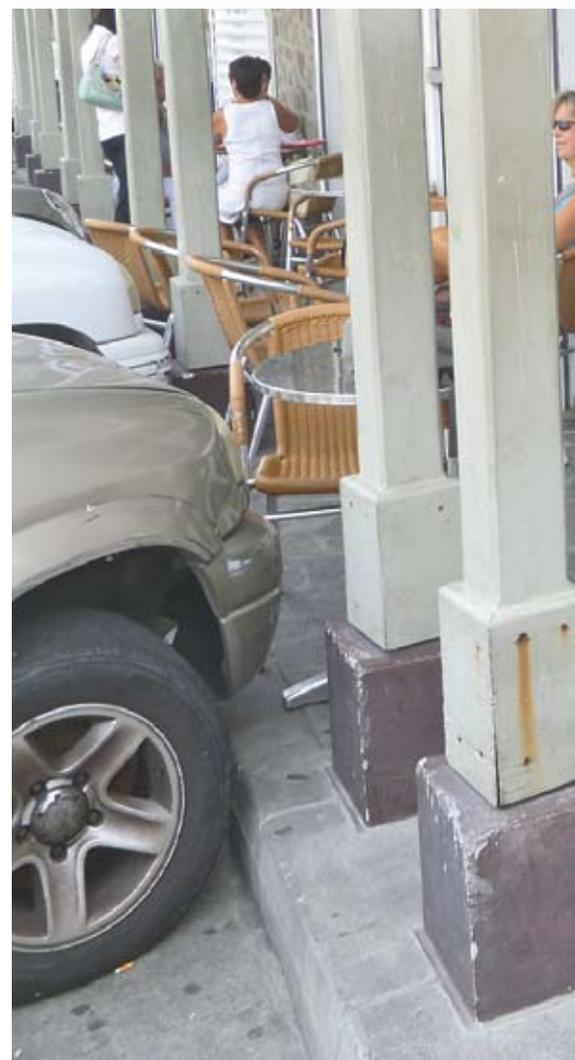
By the way, Ensenada in general turned out to be a very pleasant surprise. We love Mexico. *Viva Mexico!*

— sarah 06/18/12

Gitana — Lapworth 44 Schooner Michael Johnson Not Pleasure Cruising (Santa Fe, New Mexico)

In October of last year, we published Managing Editor Andy Turpin's excellent interview with Michael Johnson of the modern schooner *Gitana*. There aren't many sailors who have sailed as much or to as many infrequently visited places as Johnson. Since the late '70s, he has sailed not only to all the usual places, such as the South Pacific and the Med, but also to Antarctica and to within 450 miles of the North Pole.

Perhaps Johnson's two greatest voyages were in the '80s with *Aissa*, his Westsail 32. Despite the fact that the heavy Colin Archer design is a poor performer upwind, Johnson sailed his around the world via the five Southern Capes, one of the greatest challenges in the world of sailing. As one Aussie journalist aptly put it, "It was against the



wind, the waves, and all common sense." Another of his three roundings of Cape Horn was again the 'wrong way', from Rio to Easter Island. It was nonstop and all under sail, as he'd sealed the boat's prop shaft. On calm days *Aissa* would lose as much as 60 miles of progress because of adverse current. The trip took 88 days, during which time Johnson saw only one ship, and briefly saw land just one time. Oh yeah, he made the trip without any electronics, navigating by sextant.

Johnson's first trip around the Horn was actually the 'right way', meaning with the wind from astern, aboard the San Francisco-based schooner *Lord Jim*. After the rounding, Johnson learned that the old Cape Horn hands don't think a 'right way' rounding even counts as a rounding at all. They have even less respect for those so-called sailors who harbor-hop in good weather, and then claim to have 'sailed around the Horn'. To the old hands, the only proper way



IN LATITUDES



LATITUDE/RICHARD

Not exactly the Arctic. Michael, right, with crew Paul Lara of Modesto, enjoying croissants and coffee at the Patisserie Choisy in St. Barth.

to round the Horn is nonstop, east to west, from 50° south to 50° south — a distance of hundreds of miles of mostly wicked open ocean.

So whom do you think we saw while taking a leak in the men's room on the quay at St. Barth in early May? No, not Johnson, but rather Jackson Lord, one of two Northern Californians crewing for Johnson. In response to Jackson's inquiry, we confessed that we were the publisher of *Latitude*, but said we were a little busy and would like to meet the whole *Gitana* crew later. We ended up having them join our 'Will You Still Love Me When I'm 64?' birthday party.

An ancient proverb claims that the gods don't deduct from your life the days that you spent sailing. Looking at Johnson, we can see why there might be some truth to it. He sails six or seven

months a year, and at 68 years of age looks more fit than 80% of the men half his age. He's 6'3" and weighs just 185 pounds, which is what he tipped the scales at as a paratrooper nearly 50 years ago. He admits that he puts on an extra "seven or eight pounds" in the off-season when he's taking care of his little place in Santa Fe. But thanks to the fact that he uses oars rather than an outboard to get to and from shore, he says he drops those extra pounds quickly once his sailing season starts.

Johnson's mind is as fit as his body, so there were no pauses when he recounted his sailing history. He told us about owning the Westsail for 25 years, then going to Seattle to buy the Lapworth-designed schooner that had been finished

off from a hull by Bud Taplin of World Cruising Yachts. The schooner originally was built for a Newport Beach sailor who wanted to win the local schooner races, so she had very little tankage and, curiously, only one electric light. Purchased by a tech guy, *Gitana* spent a few years in the Bay Area before she became a "dock ornament in the San Juans." Johnson bought her in '98.

Having been schooled in the traditional sailing ways of the British Navy, Johnson took three years to redo the schooner to his satisfaction. It is true, however, that the refit was delayed somewhat by the fact that the ex-CIA guy who had bought *Aissa* asked Johnson to help him sail the boat to Europe. Johnson agreed — but only on the condition that they sail to Europe by way of Greenland. Not knowing what he was getting into, the new owner agreed. Which is why the boat ended up wintering over in Iceland — where Johnson says he made many good friends.

For the last 11 years Johnson has tried to cover the operating expenses, but not boat expenses, of his sailing adventures by taking on two to three guests at a time. He knows he could make much more money doing charters in more popular cruising areas such as Greece, but he's more interested in going to unusual places, where hopefully there are few other boats and surely no charter boats.

In the '70s, this could have included *'Gitana'* often has been the small boat on the big ocean. Designer Bill Lapworth didn't even remember designing a schooner.



San Francisco's Jackson Lord, one of the crew.

COURTESY GITANA



COURTESY GITANA

CHANGES

the Marquesas, the Tuamotus and Tonga. "We only saw one cruising boat in all three of those places," Johnson says. "Now they have countless cruising boats and even charter fleets. The Med is even worse. I was told that during the height of the season there are 33% more boats than there are slips. So it's not only crowded, it's expensive."



Healthy and sailing half the year, Johnson has a lot to smile about.

No, Johnson prefers remote places such as the Arctic. "I like it because there is nobody else there." Or edgy places such as Alexandria, Egypt. "Everyone else is too afraid to visit." Or sometimes dangerous places such as up the Amazon River. "We had two incidents at the very spot in the Amazon where sailing legend Peter Blake was shot and killed by thieves." But some places are more than his guests can take. For instance, both of his crew jumped ship in Colombo, Sri Lanka, where the Liberation Tigers of Tamil Eelam carried out nearly 200 suicide attacks until '00.

So what was Johnson doing in the crowded Caribbean and, specifically, in chic St. Barth? He was on his way north from Brazil to the Chesapeake, where he plans to prepare the schooner for a Northwest Passage. He hadn't been in the Caribbean since the '90s.

In addition to going to the less popular places, Johnson makes it clear to potential guests that he doesn't offer a sailing vacation or a pleasure cruise, but rather a working adventure. Not everyone likes it. Last year, for example, a woman called up and said that her 17-year-old son had been raised soft by women and needed to be toughened up. Mom signed

Johnson, with his Westsail 32 'Aissa', in what would appear to be the high latitudes. Johnson likes to go where other people aren't.

the boy up for a trip all the way across the Atlantic, but by the time they got to the Canaries, the boy had come up with lots of reasons that he couldn't possibly continue. Johnson was about to replace him with a 17-year-old Irish lad, when his middle-aged crew said he was sick of whining teenagers, and asked if just the two of them couldn't cross the Atlantic. Johnson agreed. Normally, however, he prefers three crew, as it allows for a military style watch schedule.

Johnson has had all kinds of people join him over the years, and says that fewer than 10% found it wasn't what they were looking for. Interestingly, he says that experienced sailors don't always make the best crew. "Enthusiasm is much more important than sailing experience. In fact, the sailors who think they know it all are the most dangerous." Johnson has no prejudice against women crew, as it's been his experience that they can be as good as, if not better crew than men. He sailed around the Horn with one woman, and had another aboard for a 360-degree roll that nearly sank his Westsail near New Zealand's Stewart Island.

We were tickled to hear that Johnson has gotten an inordinate number of his crew from his ads in *Latitude*. Indeed, both of his crew in St. Barth were from *Latitude*. The first one we saw was Paul Lara of Modesto, who keeps a Pearson 46 at Marina Village in Alameda, and who'd just retired from the Brisbane Fire Department at the ripe old age of 53.

"Michael gave me the down and dirty about his trips," says Lara. "He said it wouldn't be a pleasure cruise and that he ran his boat like a military ship. I joined *Gitana* in Antigua, and will be sailing with him up to the Chesapeake, and can't tell you how much I've learned from him already about every aspect of sailing, preparation and maintenance. I was even lucky enough to be with him at Jolly Harbor in Antigua, because it meant I got to help with the eight-day haulout," he says with laughter. "Michael's a very nice man, and a really fine raconteur."

Paul was paying \$1,500 for six weeks. Johnson charges different prices depending on where *Gitana* sails, as in some places the fuel and marina bills are much higher. The price also depends a little on whether the trip is more or less a



delivery, or if they are exploring.

Johnson's other crew was 28-year-old Jackson Lord of San Francisco, who is taking a sabbatical from his career in the wind and solar fields. "I was looking for a *real* sailing adventure," said Lord, who is the co-owner of the Catalina 34 *Don Miguel* at Gashouse Cove in San Francisco. He'd gotten on the schooner just five days before in Antigua. "I'm paying \$1,500 for six weeks to sail with Johnson up to the Chesapeake," says Lord. "I wanted to see if I could get along with him, so maybe I'd do a Northwest Passage with him."

Lara and Lord apparently got all the adventure they were looking for — and perhaps more — on the way to the Chesapeake.

"We made a fast passage from St. Barth to Bermuda," recalls Johnson, "logging 890 miles in under seven days. We were at St Georges, Bermuda, a little over a week watching the beginnings of *Beryl*, the second named storm of the



COURTESY GITANA

IN LATITUDES



LATITUDE/RICHARD

For your viewing pleasure: the marina swimming pools of the Riviera Nayarit. Spread, Punta Mita Yacht & Surf Club Commodore Katrina Liana models the pool at the Marina Riviera Nayarit in La Cruz. Insets left; the three pools at Paradise Resort & Marina in Nuevo Vallarta. The water's fine!

year in the Atlantic. Apparently there have only been three tropical storms this early since they started keeping records in 1851.

"Anyway, we were in the Gulf Stream when we began to feel *Beryl's* effects on the afternoon of May 30th. We went right through one side of the tropical storm, and were hit by winds of up to 50 knots. They were out of the south in the beginning, so we could keep moving. Then we were in the eye, with a nearly full moon beaming down tranquilly. This was followed by NW winds of up to 50 knots, which forced us to lie ahull until the next evening. The storm only lasted about 24 hours, and because it was fast moving, the seas didn't have time to get too big. My inexperienced ocean crew said they wanted some drama during the passage. I think they've been cured."

At close to 70, how long does Johnson

plan on doing what he's doing? "As long as I can," he says with a smile.

His near-term plan is to make repairs and modifications to *Gitana*, then head back to the Arctic in the spring.

— latitude/rs 06/12/12

Hydroquest — Beneteau First 405 Will and Sarah Curry The La Paz Waltz (Vancouver, B.C.)

Will stood up, stretched, and ambled over to the window of the delightfully cool air-conditioned coffee shop in La Paz, where we were enjoying some late afternoon iced drinks. After all, it's hot here in May. Will spent a couple of seconds gazing out to the water before turning around with a peculiar smirk to ask me: "Hey Sarah, where's the boat?"

"Excuse me?" I thought he was kidding until I registered

that the smirk was his 'This is kind of an emergency, but let's try to play it cool' look. I sprang out of my seat and we both rushed out the door.

Where the hell was our Beneteau 40!?! She definitely wasn't where we'd left her, anchored a quarter-mile off the beach. Our wide eyes scanned the many masts, water, and the horizon as we dodged traffic to cross the street to the beach. Finally we spotted her, part of the way down the La Paz Channel, floating out with the tide.

I should back up a few hours. Will and I spent the early afternoon doing boat projects, and by the time we were ready to head into town, the 'La Paz Waltz' was in full swing. The La Paz Waltz occurs when the tidal currents that surge through the channel are going sideways or in the opposite direction of the wind. Because of the different depths in the channel, and the fact that the tide doesn't flow out of all parts of the channel at the same time, boats rotate out of sync. Sometimes boats step on each other's rodes.

So the Waltz was in full swing, which was no real cause for concern, as it can happen a few times in a day. But as we were dropping into the dinghy, my woman's intuition kicked in. "This feels weird," I said. "Maybe we should stick around a bit longer to make sure *Hydroquest* is okay." But my new-to-cruising woman's intuition has been known to kick in fairly often. As in, "I think the engine sounds funny". Or, "I think we're anchored too close to shore". Or, "I really *Will and Sarah discussed cruising during their first date five years ago. They married, rented their house, and bought their boat in '11.*



Sarah mimicks 'playing it cool'.

COURTESY HYDROQUEST



COURTESY HYDROQUEST

CHANGES

feel that we should sail another 20 miles offshore". Usually Will, who did a long cruise with his parents as a teenager, knows better. But I swear, in this case I really knew something was up.

Fast forward, and there we were standing on the beach as our home-sweet-home floated away. Did I mention that our dinghy was still tied up at Marina de La Paz, a 10-minute walk away? We were very close to not-playing-it-so-cool with our panic-stricken faces and hands raised to our heads.

But wait a minute, we realized that *Hydroquest* was no longer moving. Her anchor had clearly dragged, but somehow reset. Reset in a precarious spot, no doubt, but reset nonetheless. Either that, or she'd grounded on the shoal that divides the channel. Ugh.

Luckily we were able to flag down a fellow cruiser who had just pulled his dinghy up onto the beach. Will jumped in to go to *Hydroquest's* rescue while I ran back to the coffee shop to rescue our bags and computers.

I can't speak for Will, but the next 20 minutes were very stressful for me. By the time I got back to the beach, I couldn't tell if Will had made it out to *Hydroquest* or if he'd gotten a dinghy ride to the marina to collect our dinghy. What's worse, *Hydroquest* kind of looked as though she were on the move again. And I was helpless on the beach.

Unable to keep playing it cool, I ran over to a group of Mexican fishermen and made a total fool of myself trying to speak Spanish — "*Mi velero, mi velero*" — and pantomiming 'dragging anchor.' Then I started pointing out at the water and saying, "*Mi esposo, mi esposo!*" At that point they surely thought I was so crazy that my husband had ditched me ashore to enjoy life on the sailboat alone. One guy finally offered to drive me out

Some of the La Paz anchorage, aka 'Waltzland', with Marina de La Paz in the background. Boats swing out of sync and in all directions.



there in his *panga* for 500 pesos — about \$40 — so I'm pretty sure they didn't fully understand my predicament.

Will's version is that he convinced the fellow cruiser to take him straight to *Hydroquest*. When he arrived, she was still in 14 feet of water and no longer moving. Wow, lucky again! He started the engine and raised the anchor. But the La Paz Waltz had really done a number on her anchor over the prior week, as our boat must have done many pirouettes. For the anchor was wrapped up with chain like a Christmas present, with the most recent wrap right under one of the flukes. Aha, this was the culprit!

Will singlehandedly drove *Hydroquest* back up and out of the channel, dropped her untangled anchor in a perfect spot, backed her down hard, and let out 120 feet of chain. She wasn't going anywhere!

What did we learn from our first — but probably not last — anchor dragging experience? That the Waltz is fun to watch, but that we should always anchor with 300 feet of swinging room and at least 100 feet of chain. And when at La Paz, we should re-anchor every week!

Dull moments? Not out here.

— sarah 06/16/12

North Sound & The Bitter End British Virgins

As every *Latitude* reader knows, when we write about the Caribbean, we frequently write about St. Barth. And why not, as it's the one place in the Caribbean where all great boats and great sailors seem to call. But there are other great places, too. One of them is Virgin Gorda's North Sound in the British Virgins. It's our jumping-off point to St. Barth, so if we have to wait a few days for a weather window, no sweat, as it's such a great place. Indeed, we know cruisers who spend a month or more without ever leaving the Sound.

About four ragged miles by a ragged mile-and-a-half, the Sound is just big enough for some fun daysails, and to plunk around its nooks and crannies under power or with the dinghy. The water is soooo blue, but you do have to watch out for reefs. No matter how hard the trades are blowing, you can find flat water in the Sound for free anchoring, thanks in part to one is-



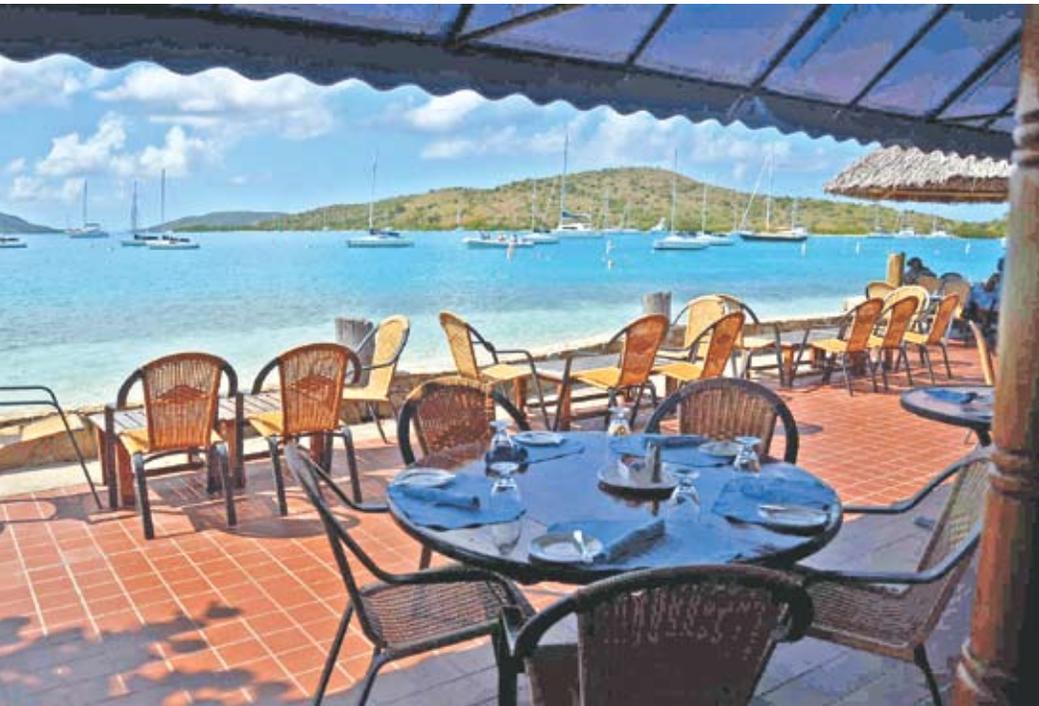
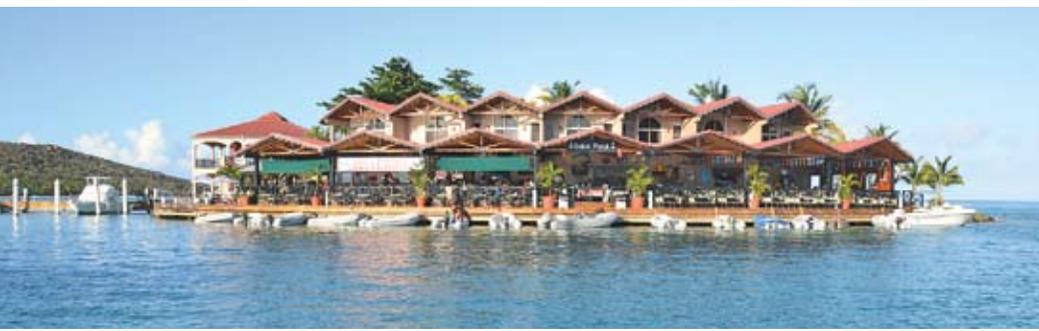
land owned by Virgin's Richard Branson and another owned by one of the Google co-founders. The combination of strong winds and flat water make it a paradise for sailors who like to kite- and/or board-sail.

The Sound is remote and sparsely inhabited, so what businesses there are cater to sailors. As such, this isn't a great place to provision or find cheap meals ashore. But it is a great place to play with the ocean, chill and socialize.

The oldest and most famous sailor hangout in the Sound is the Bitter End YC, a mellow, high-end sailors' resort that 173 reviewers gave an average of 4.5 stars out of a possible 5 on Trip Advisor. The Bitter End has rooms down by the water, and rooms on the sides of the hill with fantastic views of the Sound and all the boats. They also have lots of moorings, a few docks, small boat and kite-and boardsailing rentals and instruction, as well as a nice bistro and a more formal restaurant. They try to cover all the bases

IN LATITUDES

LATITUDE/RICHARD



A couple of perspectives of North Sound, starring the Bitter End YC. Clockwise from above: The view of the tranquil waters from the restaurant; the dinghy dock; looking out toward Virgin and Google Islands. Saba Rock, 150 feet from the Bitter End, is an independent business.

for sailors, and unlike a few places in the BVIs, you won't find any surly staff.

The Bitter End is a 'must stop' for folks who charter in the British Virgins, but it can be a hard slog to weather to get to North Sound from the bases at Roadtown. So when smart charterers get to the North Sound, they take a mooring or a berth and encourage the gals to dress up a little for drinks and a romantic dinner ashore at the Bitter End. And the next day they buy day-passes for the pool, so the gals can kick back with a book, a cool drink and a nice lunch. It's a totally mellow place.

The Bitter End is also a great place for a family charterers, as kids of all ages will find plenty of fun things to do in a safe environment, giving mom and dad a break. One of the kid favorites is watching movies being shown on the resort's 35-ft wide outdoor screen. This means

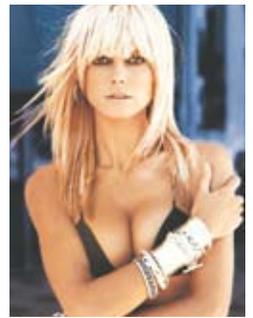
mom and dad can safely park the kids and slip off to the owner's cabin for some undisturbed hanky-panky.

The Bitter End is also home to two of the oldest and most popular sailing events in the Caribbean. The first is the Bitter End Pro-Am, now in its 26th year. The deal is that the Bitter End comps some of the world's greatest sailors a week at the resort in return for their agreeing to race with amateurs who have paid for rooms. If memory serves us, one year the late *Latitude* Racing Editor Rob Moore did the Pro-Am where Paul Cayard was the skipper and supermodel Heidi Klum was the other crew.

Cruiser Robin Stout of the Redondo Beach-based Aleutian 51 *Mer-*

maid, who also loves to match race, has done the Bitter End Pro-Am a number of times. "I've done it so many times that each year after it's over, I say to myself, 'I've had my fill'. But six months later I can't stop myself from signing up for another one. They are great!"

The Pro-Am is sailed in IC-24s, which are radically modified J/24s, but there are two other events within the Pro-Am. They are the Scuttlebutt Regatta, sailed in Lasers and Freedom 30s, hosted by Scuttlebutt's Tom



Sail with Heidi Klum as crew? It's happened before.

Lewick. Then there is the Defiance Day Regatta, now in its 19th year, which is open to everyone with boats over 20 feet, including multihulls.

The Defiance Day Race, from North Sound to The Baths, with a stop, and back to the Bitter End, is former San Francisco sailor and Cabo Marina dock master Tim Schaff's favorite race. He's competed several times with his Leopard 45 *Jet Stream*, and while he doesn't want to brag, notes that he's beaten both Paul Cayard and America's Cup helmsman Ed Baird. He admits it might have had something to do with the fact that Tom Lewick was calling tactics.

If you're looking for a little variety in the Sound, there is always Saba Rock, a restaurant and small hotel on an island about 150 feet offshore of the Bitter End. A natural beauty, Saba Rock has a great happy hour, during which time they feed the fish — meaning the scores of semi-domesticated four-foot tarpon who hang out there.

After a long beat up from Road Town, a calm and quiet day at the Bitter End pool, with a cocktail and a book, is a nice change of pace.



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New this year to the North Sound, and only about a half-mile across the water from the Bitter End, is the Caribbean station of the Aga Khan's Costa Smeralda YC in Sardinia. Designed to attract megayachts and others willing to pay \$4/foot to Med-tie, it's not very busy outside of holidays, so outsiders are usually welcome. But please, no torn shorts and t-shirts.

There are other places to visit in North Sound, but we've never got past these three. The British Virgins is a great place to charter, and North Sound is one of the best places in the British Virgins. Don't miss it.

— latitude/rs 06/12/12

Cirque — Beneteau First 42s7 Louis Kruk and Laura Wellman Transiting The Canal (San Leandro)

We completed our transit of the Panama Canal from the Pacific to the Caribbean in May. It was both spectacular and educational.

For those keeping score on the financial front, our transit toll was \$500, which is \$250 less than for boats between 50 and 80 feet of length; the transit inspection was \$54; and the transit security fee was \$55. Additional fees and expenses are listed below.

We'd had business in California, so *Cirque* had been on a mooring at the Balboa YC since March 23. During that time we'd been working with agent Erick **When you do a Canal transit, like Laura and Louis, you never know who might be sneaking up behind you. Right behind you.**

Galvez of Centarios to arrange for our transit. His fee was \$350. Shortly after admeasurement and other formalities, we were assigned a transit date of May 25. This gave us enough time to provision and visit Chapera and Contadora, two islands in the nearby Perlas Archipelago. We shared a good time at Contadora with friends Rick and Karen of *Eyes of the World*.

At 6 a.m. on the 25th, the four young men who would serve as line handlers, and who had been arranged for by our agent, showed up. There was a \$90 fee for each one of them for the two-day passage. Half an hour later we were underway and calling Flamenco Signal Station to let them know we were ready for our canal advisor, who would guide us through the Canal.

There are normally two transit scenarios. If your transit is scheduled for very early in the morning, you are likely to complete the whole trip in one day. However, if you are scheduled for later in the morning or at the Canal Authority's "convenience," you will 'lock up' through the Pedro Miguel and Miraflores locks, motor 29 miles across Panama, and spend the night tied to a buoy in Lake Gatun. In this second scenario, you will lock down the Gatun Locks the following day to complete your transit.

The Canal Authority scheduled us for scenario two. We did, however, have a 'special lockage' the first day in that we didn't 'lock up' with any major ships. This didn't mean we had the locks to ourselves — after all, each complete transit uses 52 million gallons of fresh water — but rather shared them with two tugs, two large tourist vessels, and a sportfishing boat. The second day we 'locked down' with a mammoth car carrier.

Normally a cruising boat such as ours would get one advisor. We ended up having four of them. Our first advisor was actually a ship's pilot, and accompanying him was a 'student' who just happened to be one of the Canal engineers in charge of the 24/7 operations of the canal — virtually a VIP. Our advisor/pilot was brilliant, gregarious, and helpful. He and his student got off in Gamboa, where we picked up our third

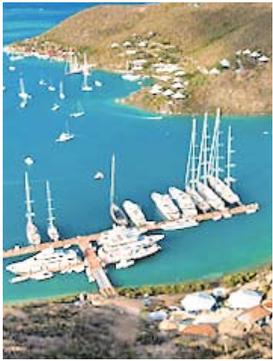


advisor. We had a fourth advisor for the last day.

Our transit was an amazing experience. It was also uneventful, something that can't be said about the transits of some other boats. Due to the turbulence within the chambers, which can be caused by the prop wash of ships or tugs, and/or the mixing of salt and fresh water, some yachts get spun around and make unwanted contact with the rough concrete walls of the chambers or the massive steel gates that open and close the locks. That's never a pretty picture.

We had to pay a \$13.70 checkout fee, plus a \$10 "tip" to the inspector to grease the paperwork. We also had to pay \$193, plus another \$10 "tip," to get a cruising permit, which is compulsory for entering marinas or visiting any of the local islands. The immigration visa cost another \$100.

Following our transit, we berthed *Cirque* at Shelter Bay Marina, which is across the way from *Colon*, a notoriously dangerous place. *Cirque* will be on her



Costa Smeralda YC

CSYC

COURTESY CIRQUE



IN LATITUDES

ALL PHOTOS COURTESY CIRQUE

his thoughts about leaving or hunkering down. And if we were getting beat up on a passage or just needed to talk, he was there for us.

If Don said it was going to blow like stink, it did. If he said it was going to blow "woo woo," we put out more rode, shortened sail or hove to. But he didn't get angry when people ignored his advice. One time he gave a very strong warning to a captain *not* to set out across the Gulf of Tehuantepec, potentially a very dangerous body of water. The captain took off anyway, and soon started to get hammered. Don nonetheless stayed with him on the radio every day and every night, helping the boat get through the bad blow. There was never a hint of "I warned you", but just hours of patient cruiser-talk to see the boat through.

At the little village on Isla Cana in Panama's Perlas Islands, Don was known as "the stand up man," That's because he was not only a 'stand up guy,' but because he was the *gringo* singlehander who always stood up while driving his dinghy from dive spot to dive spot or to different fishing spots. By the way, we don't know of anyone who spent more time in the water than Don.

Don must have got some of his love for the ocean from his father and uncle, who back in the early 1900s were among the first to surf in Southern California. Don told me he started surfing when he was 8 years old. As a kid, Don had a favorite book about a real life sailing adventure. He read it over and over, using a flashlight while hiding under the covers when he was supposed to be asleep.

To the best of our knowledge, Don took off cruising in '98, then spent most of the time afterward in Panama. We miss him badly.

The kids loved Don and Don loved the kids. Here he's seen leading a group down a trail in the Darien jungle of Panama.



Transit memories, clockwise from above. A good overall view of Canal operations. Panama City panorama. Fending off a tug. The last lock before the Caribbean. The Bridge of the Americas, which limits mast height. Moored for the night at Lake Gatun. Rented lines for transit.

own until we join her again this winter for adventures in the Caribbean.
— louis 06/16/12

**ex-Trilogy — Cal 2-46
Jim Massey and Leslee Bangs
The Passing of Don Thomas
(Friday Harbor, WA)**

Don Thomas, singlehanded skipper of the Corona del Mar-based Peterson 44 *Tamure*, and a longtime liveaboard in Panama, passed away last week in Newport Beach. He was not only a wonderful friend, but had been our weatherman supreme on the Pacific side of Central and South America during the 12 years we cruised there on *Trilogy*. Don sold his boat about a year ago when he was diagnosed with throat cancer.

When Leslie and I first picked up Don's weather reports, it was '02 and we were in either El Salvador or Costa Rica. For years after, we were glued to

our SSB each morning so we could tune in and get "the real thing" from Don. He didn't just read weather reports picked up from NOAA or someone else's service. He ran weather faxes and raw chart data numerous times throughout the day, every day, then gave us his analysis based upon his experience as a military meteorologist and longtime cruiser. He included lots of local weather forecasts, as well as tide and current information you could only get from someone who had been there.

Don was efficient, too. Some days we'd hear "if you like what you've got today, you'll like tomorrow even better." Enough said. Other days he would warn of bad things to come, tell us why in detail, and give us



KATIE/ASYLUM

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As for ourselves, we spent 12 wonderful years cruising our Cal 46. It couldn't have been better, as we met wonderful people and had a fabulous time. We're now living aboard our old Monk woodie in Friday Harbor.

— jim and leslee 06/20/12

Final Escape — Perry 60 Geoff Scott Andersen, et al Inter-Species Rescue (La Paz)

In late May, Maru Sanchez of the Perry 60 *Final Escape* was enjoying her morning coffee while at anchor in the channel at La Paz, when she saw some

large sea life in trouble. Perhaps dolphins trapped in a net.

Calling other cruisers on the VHF for help, I heard myself saying, "My girlfriend keeps telling me they're whales, but they're so

small I think they must be dolphins." I knew that dolphins and whales are the only two sea creatures who breathe air. What I didn't know is that some sperm whales, specifically dwarf or pygmy sperm whales, are no bigger than most dolphins. These shy whales usually are seen only when stranded or dead in shallow water.

We were joined at the scene of distress by Pitt of *Karma Seas*, William of *Prana* and Eran of *Patient Pariah*. Sure enough, we found two dwarf whales, a 7'6" mother and a four-foot-long baby. They appeared to be just like their larger cousins in all respects except for their *Maru and Geoff of 'Final Escape' try to calm one of the two pygmy whales that were having some kind of trouble near El Magote.*



The inter-species laying of hands.

size.

Three times a huge cloud of red filled the water as the mother thrashed her flippers. But since she wasn't caught in a net and we found no damage to her aft quarters, we assumed that it was after-birth being released. We later read that these unusual creatures have a sack of red ink in their tails, ready to squirt out as a distraction to potential predators, much like the black ink of squid.

But the whales did have mild cuts, the result of the mother dragging her young over sharp rocks. For two hours we tried to calm the whales by gently stroking them, and also tried to coax them back into deeper water. But each time we did, the mother pulled us back to the beach again. Perhaps her GPS was telling her to head north, but the sandbanks of El Magote weren't marked on her chartplotter.

It was clear that we needed specialist help, so it was lucky that the folks at Marina La Paz were able to contact AIC-MMARH (Association for Investigation and Conservation of Marine Mammals in their Habitat). Their enthusiastic team rushed out, examined the specimens, and dispatched me to find towels to act as makeshift slings. Nearly four hours after the initial sighting, the mother and baby were released in deep water outside of La Paz Bay. This was done with the assistance of the Mexican Navy and other official agencies.

Since dwarf whales don't breach the surface of the sea, as their big brothers or dolphins do, we don't expect to receive any postcards. But at least we got them swimming in the right direction.

— geoff 05/30/12

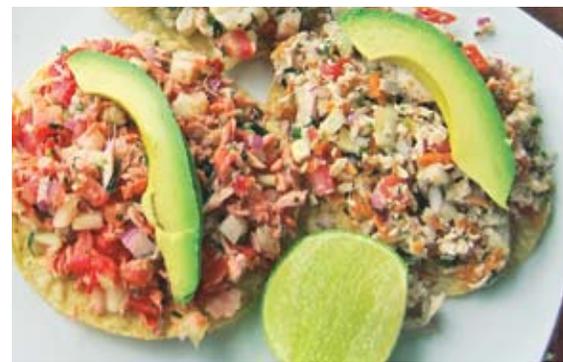
Cruise Notes:

If you want to know why *Latitude* has always advised against **clearing out of Mexico from La Paz**, see the June 11th *Lectronic* for a detailed report by John

Garteiz of the Alaska-based Nordic 40 **Arctic Tern**. His experience was expensive — and right out of Kafka.

Doña de Mallorca, on the other hand, was able to clear **Profligate** out of Nuevo Vallarta for San Diego in less than an hour. By her calling a day in advance, the port captain arranged to have Customs and Immigration waiting for her. The total charge was only \$30.

Myron and Marina Eisenzimmer of the San



Geronimo-based Swan 44 **Mykonos** report they had an easy time clearing out of Mexico from **Cabo San Lucas** — and even arranged for it from the comfort of their home. "We mailed our passports, boat documentation, and Import Permit to agent Victor Barreda in Cabo. We arrived on Friday and had our clearance papers on Saturday. We paid \$160 so we wouldn't have to do the running around. All went according to plan. We then had a nice eight-day passage to San Diego."

We assume Myron and Marina, vets of a number of Ha-Has, mailed copies of their passports and other documents, or they wouldn't have been able to get into Mexico.

Having had his J/130 **Sceptre** in Mexico for several years, San Francisco's Bob Musor did the Bash and cleared out of **Ensenada** for the States. "Jonathan Cervantes of the Cruiseport Marina, who speaks excellent English, drove us to a building that has the port captain and Immigration and Customs. Cervantes



IN LATITUDES

LATITUDE/RICHARD

dice," writes **T.C.**, "but my instincts tell me that the Mexican bureaucracy does not have a computerized system for tracking boats, so they don't know that I returned to the States without clearing out of Mexico. I guess the real question is what I should do when I return this fall — check my boat back into Mexico even though I never cleared out, or say I came from what my papers say was my last port in Mexico."

We realize there was a time when if the weather was good, cruisers returning to the States who had planned to clear out of Mexico at Ensenada would just **blow it off** and make a dash for San Diego. Because, yes, U.S. officials didn't/still don't care if you had any clearance papers. It was dangerous to not properly clear out of Mexico back then, because if there is anything that will get a Mexican official's dander up, it's *gringos* knowingly and blatantly breaking one of their laws. They view it as the ultimate disrespect. We don't know if Mexico uses computers to track boats entering and leaving the country, but in this day and age we sure wouldn't risk it. We strongly urge U.S. cruisers *not* to play that game.

A *Latitude* salute to Ed Skeels, who left Mexico last month aboard his Alameda-based O'Day 27 **Dos Gatos** — with his two cats — bound for San Francisco. He was going to let the wind determine if he sailed back to the Bay Area nonstop — as he did last year — or via Hawaii. It turned out he went by Hilo on the Big Island of Hawaii, one of the ones that Larry Ellison hasn't bought yet. "We had perfect weather for the 22-day passage from Cabo." We hope the rest of Ed's trip home is as pleasant.

Liz Clark of the Santa Barbara-based Cal 40 **Swell** just finished "an incredibly wonderful 2,600-mile, year-long trip around French Polynesia." Unfortunately, **At lot of people talk the talk about their beliefs, but Liz walks the walk. Check out the interview with her at www.waxandcruz.com**



Hungry for Mexico? This is the \$7 lunch special at the Ikuai restaurant at the Marina Riviera Nayarit. You start with two shrimp tostadas or a large soup, followed by two pieces of sauteed fresh mahi, rice and veggies. You get unlimited tea or lemonade, plus cheesecake for dessert. Great service, too.

then stood in line with me, and it was all done in 52 minutes for less than \$20 U.S. Very efficient and professional."

Will Imanse reports that he just did a delivery from La Paz to San Diego, and also cleared out of Mexico at Ensenada. "Everything was done in one building, so it took all of 10 minutes to hand in our visas, get our passports stamped, and get a signed certificate from the port captain. The total cost was about \$33. Jonathan Cervantes of Cruiseport drove us to the office and showed us exactly what needed to be done."

It was just a year or so ago that a number of cruisers swore they would never check into or clear out of **Ensenada** again, all because of one apparently corrupt Immigration official who made their lives miserable by asking for bribes. Apparently he's been removed, as we haven't heard grumbles about Ensenada

for some time. *Bueno!*

M.M., another cruiser, reported he cleared out of **Mazatlan** for Cabo, but made his next stop in San Diego. "The U.S. couldn't care less if you have clearance papers from Mexico," he wrote.

H.P. reports that he's usually the kind of guy who blows off as much paperwork in the U.S. as possible, while he dots the 'i's and crosses the 't's in Mexico. "I feel that I can tell my own country to shove it, but I need to follow the rules when I'm a guest in another country." Alas, the day he was going to clear out of Mexico, he responded to a mayday just outside of Ensenada. When it was all over, he decided to risk it by making a dash for the border. He was surprised that U.S. Customs and Immigration didn't ask to see any papers.

"I guess it was a roll of the



COURTESY SWELL

CHANGES

ly, it ended with *Swell* getting t-boned by a charter cat her first day back in Tahiti. Luckily the damage wasn't extensive. Liz reports that she's relaunched her website, which looks better than ever, at www.swellvoyage.com. She also notes that she'll be at the Patagonia store in Ventura on July 13 for a presentation titled, *Voyage to the Source: 2,600 Miles in the South Pacific Examining Life Close to Nature*. It will feature stories and insights from her trip around French Polynesia. She'll also discuss concepts such as simplicity, sacred wilderness, biological egalitarianism, dissolving self, and how compassionate living preserves and protects our environment. Our having met Liz before the beginning of her adventure, when she was at best a novice sailor, it's been fascinating to watch her evolve as a sailor and a person.

The **Mazatlan Club de Vela** finished its six-race cruiser series at the end of May with two races," reports Mike Wilson of the Mazatlan-based S&S 44 **Tortue**. "Sailing in the remnants of hurricane *Bud*, Mazatlan's Chuck Naslund drove his Catalina 30 **Saber Vivir** to line honors in both races to claim the *Copa de Mazatlan* Cup. His crew included Frank from **Endless Summer**, and Antonio and Gonzalo from **Alhambra**. This was the first time in eight tries that Naslund took top honors, and he did it while racing his 'home', which naturally has a kitchen sink, TV, rum supply and all the normal clutter of a long-time cruiser. The awards ceremony was held at Isla Palapa on Isla Mazatlan, and was followed by a big *carne asada* barbecue. Everyone at the Club de Vela wants cruisers coming to Mexico this winter to know they are welcome to join us in our 'nothing serious' racing fun. And as a long time resident of Mazatlan, I encourage everyone to not believe every negative thing you read about Mazatlan in the U.S. press. It's a great city!

By now, you've probably realized that this isn't the normal layout for **Cruise Notes**. Usually it's half-pages, which we like much better. But we got backed into a layout corner this month. You can expect the old format to return next month.

Unfortunately, there have been an unusual number of cruiser tragedies/misfortunes in the last month or so.

As we went to press, Kiwi SAR teams were about to call off a search of the area around Late, a small island to the west of Vava'u, Tonga, for Ian Thompson and Erwin Claus. The former's Bavaria 50 **Navillus**, which he'd just bought in the Caribbean and was delivering to Queensland's Whitsunday Islands, had broken



MAZATLAN CLUB DE VELA

Chuck Naslund, winner of the Mazatlan Cup. He's found that a humble Catalina 30 is great for living aboard and racing in Mexico.

up on a Late reef in mid-June. The men, both in their late 60s, had been able to contact Thompson's wife by satphone after hitting the reef, but only extensive boat wreckage has been found.

Then there is the case of a **Kiwi couple** — a 59-year-old male and a 53-year-old female, names withheld — who had to be rescued from their liferaft by the crew of a tug after **Touche**, their 46-ft sloop, hit a reef at the entrance to Fiji's Somosomo Strait. The couple initially didn't think there was serious damage from the contact, but half an hour later they found water over the floorboards. They headed back to Savusavu, but the partially submerged boat became unmanageable in the big waves of Waikava Passage, and the boat went on that reef for good. The couple set off their EPIRB and were rescued by the tug not long afterward. The following day there was virtually nothing left of *Touche*. Fiji is, of course, notorious for dangerous reefs.

Commodore and Nancy Tompkins, of the Mill Valley-based Wylie 38+ **Flash-girl**, currently in New Zealand, got some bad news from good friends Fabian and Tarn Stelco of Rosslyn Bay, Australia. The couple had lost their Adams 13 **Xyris**. Fabian had been singlehanded the boat from Fraser Island to Rosslyn Bay on the east coast of Australia, when at 4:30 a.m. he heard a loud bang. Nobody will know if it was a container, a whale, or a log, but *Xyris*' bow rose up during the "mushy collision". Fabian checked the bow from on deck and didn't see anything wrong. After rolling in the headsail because of an approaching squall, he noticed there was water above the cabin sole. And it just kept rising.

Eventually Fabian used his satphone to call for help, then got into his inflatable. The boat sank 18 miles from the nearest land, but Fabian was rescued before he suffered too badly from hypothermia. "I feel lost, and the thought of becoming a landlubber again is very distasteful," Tarn wrote to the Tompkins.

In this month's *Sightings* there is the report of Max Young's Antioch-based Perry 57-60 **Reflections** going down off Baja in June. This was the result of her rudder area's being damaged in a collision with a whale.

And as we went to press, Mag Bay Outfitters was reporting that some boat, possibly a Beneteau about 42 feet long, had gone on the beach somewhere in the vicinity of Mag Bay. The good news is that the Mag Bay folks thought the boat probably could be refloated without too much damage.

Whew! Please be careful out there.

Women Bashing. Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion** came north from La Paz to San Diego to get ready for both this year's first-ever SoCal Ta-Ta, and also this fall's 19th annual Baja Ha-Ha. How did her Bash go? She says she could hardly call it a Bash, as the only times she saw more than 12 knots of wind were briefly at Cabo Falso and when leaving Cedros. Lucky girl.

Doña de Mallorca and three crew on **Profligate** didn't have it quite as easy on what must be close to her tenth Baja Bash with the cat. They had to spend two nights waiting out weather at Punta Pequeña, home of the famous four point breaks of Scorpion Bay. When de Mallorca and crew went ashore, they bumped into Dennis Choate, who had built the 63-ft cat at his Dencho Boatyard in Long Beach in the late '90s. The Dencho yard is very busy with boat and other projects, but Choate likes to sneak away to his Scorpion Bay compound and make surfboards — which is how he started his career. Things didn't get much better farther north for de Mallorca and crew once they got to Cedros, as an area of persistent 20+ knot winds blocked their path, then one of the engines temporarily went down. Their Bash remained a work in progress as we went to press.

"As if a Baja Bash from Cabo to San Diego weren't bad enough, someone stole my boat's Gori folding prop while we were at anchor at the northern tip of Cedros Island," reports Dick Dreschler of the Southern California-based Catalina 470 **Last Resort**. "So we sailed back to Turtle Bay, which proved to be an exercise in futility. As a result, just two of us

had to make the trip from Turtle Bay to San Diego, all of it under sail. At least we were able to set the spinnaker when we left San Quintin, which is pretty unusual. On the other hand, our windlass crapped out on the Bash, too, so we've got to fix that — as well as the gelcoat on the port side, which got damaged when the auxiliary anchor jumped the roller."

We have a hard time believing that somebody at the nearly uninhabited north end of Cedros Island would: 1) want to steal your boat's folding prop, or 2) be able to do it without your being aware of it. Our theory is that your prop fell off. We had two fall off *Profligate* in a one-month period a few years back.

While **Loreto Fest** wasn't quite as big this year as last, we're told that everybody had a great time, the weather was better, and close to \$4,000 was raised for local charities.

Peter Schmidt of the Northern California-based Valiant 32 **Insouciant** says that in January of '07 we wondered, in writing, where Richard Barnard, veteran of several Ha-Has with his San Diego-based Valiant 42 **Surf Ride**, might be. More than four years later, Schmidt has a news flash: "I met Bernard at Daniel's Bay, Nuku Hiva, in the Marquesas at the end of May. We spoke only briefly, as he and a female crewmember were preparing to head out. As for me, I was delivering a Tartan 37 to Tahiti. Now that I'm back in the Bay Area, I'm wondering where I'm headed next." Aren't we all?

In keeping with our promise to report on **Mexican narco violence** when it occurs in areas that might be frequented by cruisers, there were two narco executions around Banderas Bay last month. In the first case, a man was shot outside the Salud (health clinic) in La Cruz. In the second instance, a man was killed after a brief gun battle in the parking lot of the big Mega store in Bucerias. In addition, there was a drug execution in Zihua in early June. No bystanders were injured in any of the incidents, but they are nonetheless disturbing. This month Mexico votes for a new president, who hopefully can reverse the tide on narco violence. Either that or we Americans can reduce our near insatiable demand for drugs.

One family that wasn't afraid to visit Mexico were the **Obamas of Washington, D.C.** Last month 13-year-old daughter Malia, 12 of her friends, and 25 Secret Service agents boarded two jets and flew to Oaxaca for spring break. A few weeks later, her father, the president, took Air Force One, a legion of black Suburbans,



LATITUDE/RICHARD

The 'gulets' of Turkey are big. And because of the bad holding ground, set out lots of chain. Lots and lots of chain.

and countless Secret Service guys to Los Cabos for the G20 Summit, where he hung with the leaders of the 19 other leading economies of the world. While Mexico has the 14th largest economy in the world now, did you know that some economists are projecting it to have the fifth largest economy in the world by 2020?

Turkey stunned cruisers — and owners of Turkish marinas — in February when a new law was passed that restricted visitors to no more than 90 days out of every 180 in their country. Fortunately, the Ministry of Interior announced — just before the start of the cruising season — that they had amended regulations to allow authorities to issue residence permits to all persons shown on a boat's transit log. In other words, you can stay as long as you want because Turkey doesn't want to lose all your cruising bucks. And yes, cruising in Turkey is as fantastic as people say.

Chay, Katie, and son Jaime McWilliams, vets of the '03 Ha-Ha with their San Diego-based Peterson 46 **Esprit**, report they are now sailing down the coast of Turkey, enjoying the many historical sites. What they are enjoying less is the notoriously poor holding ground. Not realizing that the *gulets* put out as much as 450 feet of chain to keep from dragging, they anchored *Esprit* on top of one *gulet's* chain. Fortunately, the Turkish crew was very understanding. The McWilliams also got a chance to hone their tacking skills, as it took them at least eight tacks to round the tricky point at Knidos, which is at the western end of the Datca Peninsula.

That the McWilliams didn't stop at **Knidos** is a surprise to us, as it was one of our most memorable stops on the California-to-Turkey cruise we did

with **Big O** back in the '90s. Maybe it was because there was a full moon rising over the ancient amphitheater ruins that our kids were playing on, but Knidos seemed to be a special place. Not only was it a trade and cultural crossroads of the ancient world, it was the site of the world's first man-made breakwater. In addition, it was the site of the world's first 'pornography,' that being the statue of Aphrodite by the Athenian sculptor Praxiteles. The citizens of Kos had commissioned him to do a sculpture of the goddess, but for some reason he did two versions, one where she was draped, the other where she was naked preparing for her ritual bath. When the pruders of Kos rejected the version of the proudly nude Aphrodite, the citizens of Knidos purchased it on the cheap, and put it inside a temple for all to see. This was the first life-size version of the female form the world had seen, and it became a huge attraction. It was so lifelike that one night a sailor broke into the temple and tried to copulate with the stone image. Legend has it that the statue was so gorgeous that even the goddess Aphrodite came to check it out. That's not something that happens every day.

Here's why you shouldn't be afraid of dropping your hook in coves that aren't marked as anchorages in the cruising guides of Mexico. A couple of months ago a couple with a 41-ft cruising boat — who prefer not to be identified — dropped the hook in a small cove along **Mexico's Gold Coast**. Before long, they'd become friends with the owner of the property ashore. Being a Mexican, he invited them to his daughter's wedding. It turned out to be one of those two-week, spare-no-expense affairs at his waterfront estate.

The West Coast sailing community was saddened to learn of the tragic death of longtime cruiser **Mark Barger**, 64, in a diving accident at Isla Espiritu Santo, not far from La Paz. Formerly of Sausalito, Barger and his wife Kathleen had been sailing together extensively for more than 40 years. In addition to their Passport 51 **Lisa Marie**, which they sailed in the '98 Ha-Ha, they owned a beautiful home and rental property at Manzanillo. On May 16, after a long day of successful fishing, Barger put on a weight belt and some fins to dive for what was described as a "roll control" anchor. When Mark surfaced, he hollered for Miguel, who had taken them fishing in his *panga* and who was helping, to pull the anchor up when given the signal. In broken English, Kathy tried to clarify what Miguel was to do. Mark dove down again, later surfaced, and then took a breath. At that time, Kathy

CHANGES

reports that his head started bobbing up and down, as though he had lost consciousness. Mark had lost consciousness diving once before, and just a day before had told Kathleen that his diving skills had really deteriorated. Miguel dove in and struggled to hold Mark's head above water. But Miguel was unable to keep Mark's body, with the weight belt, above the surface without himself choking. Ultimately, he had to take off for shore for more help. By then, of course, help would be too late.

Enrique Fernandez, who for several years a while back was the Manager of Marina Cabo San Lucas, is now the manager of the Los Cabos Marina at San Jose del Cabo. Enrique replaces Jim Elfers, who returned to California so his son could go to high school. Fernandez reports he'll be putting together a post-Ha-Ha special for cruisers.

By the way, as of June 23, there were 63 paid entries signed up for this year's **Ha-Ha**, which departs San Diego on October 28. Be there or be cold!

In the last few years there has been a renaissance of bigger boat sailboat



LATITUDE/RICHARD

If you're a sailor, you owe it to yourself to spend at least part of a season sailing the Caribbean. Newport's Bill Lilly driving 'Altair'.

racing in the many islands of the Caribbean, but with little coordination. But now former America's Cup skipper Peter Holmberg of U.S. Virgins and the **Caribbean Sailing Association** have somehow

managed to get everyone to coordinate their events for next year. While there are countless sailing events in the Caribbean, the biggies will be:

Jan 25-27: **The Super Yacht Challenge**, Antigua. Feb 16-18: **Puerto Rico Heineken Intl Regatta**. Feb 18: **Caribbean 600**; Mar 1-3: **St. Maarten Heineken Regatta**, St. Martin. TBD: **Caribbean Super Yacht Regatta**, Virgin Gorda. Mar 22-24: **International Rolex Regatta**, St. Thomas. Mar 25-31: **BVI Spring Regatta and Sailing Festival**. Mar 28-31: **St. Barth Bucket**. April 8-13: **Les Voiles de St. Barth**. April 18-23: **Antigua Classic Yacht Regatta**. April 28-May 3: **Antigua Sailing Week**.

If you have your boat in the Caribbean, if you're buying a boat out of a charter program in the Caribbean, or if you're a gap-year student crewing on boats in the Caribbean, a month starting with the BVI Spring Regatta and going through the Antigua Classic Regatta, with a variety of types of boats, sailors and competition, would be a sailing adventure you'd remember for the rest of your life.

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ARE YOU READY TO HA-HA?

Judging by the 60+ boats already entered in this year's Baja Ha-Ha rally, it looks like the range of boats in this year's fleet will be as varied as ever, and the crews who sail them will be as colorful as in year's past.

In addition to many first-timers, there will undoubtedly be plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they had the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

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.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 5. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

Sept. 7 — Mexico-Only Crew List and Baja Ha-Ha Party, Berkeley YC; 6-9 pm. Mexico Cruising Seminar, 4:30-6 pm.

Sept. 10 — Final deadline for all entries.

Oct. 20 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 27 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 28, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 28, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 28, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 29, 11 am — S.D. Harbor Parade & Start of Leg 1

Nov. 3, 8 am — Start of Leg 2

Nov. 7, 7 am — Start of Leg 3

Nov. 9 — Cabo Beach Party

Nov. 10 — Awards presentations hosted by the Cabo Marina.

November 20, 4-7 p.m. - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

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



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23-FT COLUMBIA "T", 1973. \$4,000. Shoal draft, roller furling, well maintained. Cockpit and interior cushions. Bilge pump, air vent fan. Ready for bottom paint. Exterior woodwork recently refinished. Dual axle trailer. Clean inside and out. Request photos. (707) 499-9396 or alpsail@gmail.com.

22-FT WD SCHOCK SANTANA, 2005. Alameda, CA. \$14,500. 4hp 4-stroke Yamaha outboard. Micron paint 2011. Dacron Pineapple sails. 12-volt system with interior and navigation lights. Emergency equipment. Anchor. Lifting cable. Zieman trailer with braking system. (209) 988-8401 or dtj.sailor@gmail.com.



WILDERNESS 21, 1979. Braito's Marina on Clear Lake. \$3,400/obo. Santa Cruz-built, keel-stepped mast, internal halyards, 2 mains, 2 jibs, spinnaker, spanker. Light-blue hull, extended rudder, Honda long-shaft 5hp motor. Trail-Rite trailer. Great condition but needs some TLC. Well-balanced, great sailing. (707) 279-4868, Tony or (707) 349-2249, Verna. Email vbschaffer@sbcglobal.net.

17-FT FOLBOT GREENLAND II, 2007. Fort Bragg. \$2,000. With sail rig and pontoons, motor mount, boat cart, and other extras. Used only a few times and only in fresh water. Color: red. (707) 964-0820 or tpc@mcn.org.

15-FT POTTER, 2003. Salinas, CA. \$6,200. Very good condition. Honda 4-stroke, fully battened main, premium package: www.westwightpotter.com/products/potter-15/premium. Photos: www.flickr.com/photos/64734676@N07. Contact danielcrowley33@yahoo.com or (831) 422-9013. 75 Homestead Ave.

25 TO 28 FEET



27-FT CS-27, \$18,000. The prettiest CS-27 on the Bay. New LPU-topsides and deck. New standing rigging, mainsail, genoa, KISS gas stove, pushpit. Mast changed to fold on deck. Receipts for \$29,000. Diesel 1-cylinder Yanmar. Much else new! Also available 8kw diesel generator set and spare engine; \$4,000. And 35hp diesel; \$3,500. (415) 272-5776 or 1944baby@gmail.com.

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10-FT ACHILLES. San Francisco. \$1,000. Achilles inflatable (10' 4") W/8hp Evinrude outboard. Both in excellent condition, used in freshwater only. (415) 564-5209 or bswanson1@sbcglobal.net.



20-FT PACIFIC SEACRAFT FLICKA. 1987. Seattle, WA. \$32,000. Galley and quarterberth are port; settee, enclosed head to starboard. 5'11" headroom, beautiful woodwork below deck. Inboard Yanmar 1GM10, 690 hrs. Sails: main (2), 120% genoa, staysail. Clean inspection in June 2011. Contact (206) 384-6809 or toucanflicka@gmail.com.



J/24, 1978. Fort Bragg, CA. \$2,000. J/24 w/trailer, sails, good rigging, excellent mast (\$4,000 value!), no motor. Needs some minor fiberglass work and bottom paint. Not surveyed since 2003. Would consider trade for West Wight Potter 19. (707) 813-7644 or jnm@mcn.org.

24 FEET & UNDER

SANTANA 22, 1970. Alameda, CA. \$1,700. Main, 3 jibs, spinnaker. Charger and new battery. Some cosmetic work. 2004 Nissan 6hp, 4-stroke O/B, few hours. Consider best offer. Contact (925) 323-2577 or (360) 666-4999 or ss.surbay@gmail.com.

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26-FT CONTESSA, 1978. Santa Cruz, CA. \$14,000. Small sailboat that'll take you anywhere. Tabernacled mast. Good-new main, 4 jibs, spinnaker, non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Fresh bottom paint over barrier coat. (831) 566-0442.



27-FT CATALINA, 1982. Delta Bay Marina. \$12,500. Main, roller furling, both in good condition. Atomic 4 runs good. Autopilot, wheel, 2 anchors, electric bilge pump. Too much to list all. (707) 469-9163 or (925) 698-1100 or upde@comcast.net.



28-FT ISLANDER, 1984. Kelseyville, CA (Braito's Marina). \$18,000/obo. Hull #370. Fresh-water boat since new, located on Clear Lake, CA. 15hp Yanmar diesel. Bottom redone 3/12 with Pettit Ultima Eco. Many systems recently upgraded. Harken furler, all lines led aft, 6 sails including spinnaker. Extensive equipment list available on request. (707) 278-7024 or wwhallenbeck@gmail.com.



31-FT CAPE GEORGE CUTTER, 1981. Sausalito, CA. \$34,000/as is. Built by Cecil Lange, Port Townsend, WA. Legendary bluewater cruising boats. Owner finished interior. New caprails, rebuilt cockpit hatch coamings and beams, new batteries, charger, bilge pump, and head. Original sails usable, nds new canvas. Engine is newer Yanmar 2-cyl w/320 hrs, and new stainless fuel tank. Boat was donated to Boy Scouts. Ready to sail, but needs TLC. Rarely on the market in this price range, even for project. (415) 336-3367 or bsboats@aol.com.



25-FT CATALINA, 1980. South Beach Harbor. \$4,000. *Aventura* is a fantastic sailboat. Well-balanced and fun to sail! We've moved onto a bigger Catalina which is why we're selling her. Unfortunately, the slip at So. Beach does not come with the boat. Fixed keel, pop top, Great Pioneer stereo and speakers, 2002 Honda 9.9hp outboard, EZ-In outboard bracket, Apelco VHF, Horizon depth meter and speedometer, hatch wood needs TLC. (415) 730-1348 or (415) 730-5489 or flamenco_jen@yahoo.com.



25-FT PACIFIC SEACRAFT, 1976. San Mateo, DeSabra. \$35,000 w/EZ Loader trailer. A beautiful loaded Pacific Seacraft 25 and like-new EZ Loader trailer for sale. Boat is cruise equipped. No expense spared on this beauty. Must see! (530) 354-4885 or vjohannesr@gmail.com.



26-FT CAPRI, 1990. Redding. \$18,000. Good condition. New bottom 2012. 9.9 Honda OB. Trailer. Self-tailing primary winches, main w/single reefing, roller furling 135 genoa, spinnaker, marine head w/holding tank and macerator, VHF radio, marine shore power cord and many extras. Contact (530) 357-2298 or chrispensna@tds.net.



30-FT CATALINA, 1978. Sausalito. \$16,000. Excellent condition. Roller furling, dodger, newer wheel steering, Yanmar diesel, new starter, charger, water pump and cushions. Bottom paint January 2011. Newer head and GPS. VHF. Transferrable Clipper slip. (415) 755-3636.



26-FT YAMAHA OFFSHORE, 1984. Alameda. \$14,000. Bulletproof racing design, turn-key customized mini-yacht. Perfect for racing or cruising. New bottom paint, extra bag, with 2 new batteries, stereo, Autopilot, batteries and smartcharger (new), legal head, 3 Danforth anchors+chain and rode, A/C generator, inflatable. Boat is loaded.



26-FT PEARSON, 1973. Redwood City, Bair Island Marina. \$4,999. Well maintained, and ready to sail. Main, roller furling, 135 genoa, spinnaker, Nissansan, 15hp Yanmar diesel, new in 2008. Standing rigging new in 2011. Last hauled out and new bottom paint in January 2011.



27-FT CHEOY LEE OFFSHORE, 1965. Alameda. \$14,000. No TLC required. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, new bottom paint June 2011, 2+ sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. (408) 267-9262 or cptrjohn@pacbell.net.



30-FT CAL 2-30, 1969. Long Beach, CA. \$8,500. Good condition, new interior paint and varnish, recently painted mast. New (2012) bottom paint & zincs. Atomic 4 engine runs great, recent tune-up. New lines, head and holding tank, VHF and stereo. Autopilot, sails good shape. (562) 805-3054 or the4boudreaus@verizon.net.

25-FT CATALINA 1983. Rio Vista. \$4,500. 9hp Evinrude electric start motor, EZ lift, pop top, 2 anchors, VHF, stove, dish, new-up boat, sparkling clear.

25-FT MARIEHOLM. 1974. International Folkboat. Mission Bay, San Diego, CA. \$7,500/obo. 2011 Tohatsu 6hp SailPro. New standing rigging and lifelines 2011. Excellent mooring \$690/year. Double-axle trailer good condition. See website. <http://ryanjamesdillon.net/craigslist/folkboat>. (619) 324-3483 or ryanjamesdillon@gmail.com.

29 TO 31 FEET

30-FT TARTAN, 1974. Richmond. \$5,700. Good sailing condition. Priced for quick sale. Main, big jib, small jib, spinnaker. See website for more info, photos, etc. Motor just back from servicing. Photos are of another Tartan 30. This looks the same. Marina Bay Yacht Club, Richmond. <http://jjordan.net>. Contact (510) 757-8800 or john@jjordan.net.

30-FT PEARSON, 1973. Delta. \$6,500. Fresh-water berth. New bottom paint, anti-slip, zincs, 3-blade propeller, cabin heater, re-powered with new Volvo twin diesel (100 hours), optional roller furling. Ready for Mexico or South Pacific. (916) 217-6908 or chardonnaymoon@att.net.

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28-FT S-2, 1982. Sausalito Clipper Yacht Harbor. \$22,500. Third owner. Hood Vec-tran sails. Yanmar diesel. Two anchors. Cockpit cushions. Well maintained. Solid sound boat. Strong Bay sailer. (707) 280-7498 or lounibos@sonic.net.



30-FT HUNTER 306, 2002. Alameda, CA. \$52,000 or reasonable offer. Owner relocating but heartbroken - boat is fast, "fully loaded", beautifully maintained, and ready to go. Easy to sail, too - all lines led aft. Contact seller for more information and pictures: frances@netbox.com.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigriss*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at www.tigriss-bcc.com or call (650) 868-0348.

30-FT J/92, 1993. Alameda CA. \$46,000. A fun, stable, efficient hull combined with an easy to trim sail plan. Comes with a new bottom, new Martec folding prop, large sail inventory. Has been well maintained. Priced aggressively for a quick sale. Contact (415) 987-2191 or milld123@yahoo.com.



30-FT CUSTOM SCHUMACHER, 1981. Seattle, WA. \$30,000. Total professional restoration, and upgrades. 8 coats Awl-grip, and much more. Ready to race, weekend cruising, or day sailing. One of 5 built by Dennis Choate. Sister to *Shameless*. Contact for complete specs and pictures. Serious inquiries only. (206) 201-3701 or ISS87@Comcast.net.



NEWPORT 30 MK II, 1976. Alameda Marina. \$7,500. Good condition. Has jib, genoa, main and 2 spinnakers. Set up for racing with spinnaker pole extra jib and spinnaker halyards. Nice mahogany interior. (408) 627-5432 or (408) 946-8622 or jdouglass@linear.com.

30-FT HUNTER, 2002. Hidden Harbor. \$43,000. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures: calvertvet@exwire.com. Call (530) 389-8387 or (530) 346-2266.



30-FT S-2 9.2C, 1982. Alameda. \$22,500. Built in Holland, Michigan by Slicker Yachts, 1982, bought new 1983. 9.2 meters (29'10"); 11-ft beam, 10,000 lb. displacement. 4-ft > draft (fin shoal keel). Yanmar 2GM engine, sea water-cooled. Center cockpit, aft cabin. 6'2" headroom in salon. Forward double berth, aft double berth. Full head with sit-down shower/tub. Galley: 2-burner CNG stove with oven, ice box. Storage. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. Photos, more info at: <http://tinyurl.com/s2waterwitch>. Contact (925) 837-9408, (510) 927-7322 or esterdotter@inbox.com.

32 TO 35 FEET



CAL 35 MK II, 1980. Brisbane Marina. \$35,000. Continuously maintained and upgraded. Comfortable for singlehanded use. Achilles 10-ft tender with 4hp Mercury outboard. Recent chartplotter, radar, VHF. (650) 348-4150 or (561) 218-4499.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$17,500. Pilothouse ketch. Long-range coastal cruiser. Heated cabin. Heavy Lloyds A-1 glass hull. Lovely husky lines. Solid boat priced to sell. Perfect for San Francisco Bay and anchorages and outer coast. Needs some interior repair. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.

32-FT ROBERT PERRY ISLANDER. 1979. San Rafael. \$25,500. Spacious design allowed 6'2" captain to live aboard 3 years in comfort. Low hrs 35hp diesel, new North sails, custom chart table. See photos, specs at website, www.kickinbacksailboat.wordpress.com or call Leland at (707) 874-6076.



32-FT ERICSON, 1972. Sausalito. \$18,800. Great for Bay sailing, America's Cup. Recent diesel engine, fuel tank, prop, shaft. Refinished teak brightwork, non-skid deck. Jib and genoa (roller furling), spinnaker, main. Teak interior. Life jackets, tools, more. (707) 538-8488 or elderbatch@aol.com.

35-FT GRAND BANKS (MAGELLAN). Sailing yacht, 1964. Best offer above 10K. Or will trade for tractor. Strip-planked hull, teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom (sailing houseboat). (562) 899-0774 (eve).

32-FT ARIES, 1981. Redwood City, CA. \$12,000. Gilmer-designed double ender. Good 25hp Perkins. New shaft and prop, windlass, chain fridge, autopilot, good sails, nice teak joinery. Everything works. Well built cruiser ready to sail away. (408) 245 9226 or barmite@yahoo.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$34,500/obo. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or gclausen@gmail.com.



CATALINA 34 MK II, 2003. Santa Cruz. \$95,900. Ready to cruise the California coast and beyond. Autopilot, GPS chart plotter, radar, windlass, dodger, roller furling jib, in-mast furling main, asymmetrical spinnaker, heated cabin, Universal 35M diesel. www.2003catalina34.com. Contact (831) 419-0573 or (831) 251-9125 or catalinamike@gmail.com.



HANS CHRISTIAN 33, 1982. Olympia, WA. \$85,900. Clean with updated electronics including radar, chart plotter, depth, speed/log, VHF. Also SSB, Fleming windvane, watermaker, Spin-Tec roller reefing on the jib, CO2 detector, Alpha 3000 below-deck autopilot and more. 2010 survey value \$119,00. Offering this classic vessel for \$85,900. Contact (360) 754-9130 or (360) 481-4827 or leonandjoanie@yahoo.com.



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BRISTOL 35.5, 1978. Berkeley. \$39,500. Solid, beautiful, well-equipped, documented. Andersen two-speed self-tailing winches, radar, electric windlass, Force 10 stove, SSB, VHF, EPIRB, GPS, Yanmar 2QM20, 8' inflatable, 3hp outboard. Cruised Mexico. Break my heart. Buy my boat. (510) 524-9976 or (510) 847-8375.

34-FT CATALINA, 1987. Ventura, CA. \$37,000/asking. Two private staterooms, diesel, hot water, refrigerator, power windlass, autopilot, radar, VHF, dinghy, outboard, much more. Good condition and ready to go. Lying Ventura, CA. (805) 901-4227 or glcowen@sbcglobal.net.

ERICSON 35+, 1983. Emeryville. \$39,000/obo. In great sailing shape. Perfect Bay singlehander too. All recent sails, instruments, Autohelm 6000 and hatches. Lotsa spares. Call, email Phil for more info/pix. See @ Emery Cove B-60. (925) 642-7600 or (925) 754-4560. pmchin47@hotmail.com.



35-FT SANTANA, 1980. SFYC \$18,000. 3 jibs, 3 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, lower deck, cushions, head, ice box and stove. grantsett@yahoo.com or (415) 929-0789 or (415) 990-1565.

ERICSON 35 MK II, 1977. Richmond YC. \$49,000. Bruce King design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website. www.ericson351977.blogspot.com. (925) 935-4413 or sqsailors@hotmail.com.

33-FT RANGER, ALAMEDA. \$12,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPRIB, Force 10 propane stove and heater, windlass, wheel. This Mexico vet is ready to go again. www.latitude38.com/features/bomRanger33.htm. Email for photos: sailorkh@sbcglobal.net, or call (510) 507-0200.

35-FT CHEOY LEE LION, 1965. Delta. \$30,000. With a rare glass hull. Teak everywhere else. Contact (801) 885-4508 or dudestickle@gmail.com.



35-FT WAUQUIEZ PRETORIEN, 1983. Tiburon. \$84,500. The Pretorien is well known for strength and offshore capability. Well maintained and constantly updated, *Bravo* will take you anywhere. Race her to Hawaii again or head off cruising - she's ready to go! (415) 902-3657 or bravosails@gmail.com.



34-FT CUSTOM FRERS. Cold-molded cedar/carbon/epoxy, 1999. Sausalito. \$59,900. Exceptional, high-quality cold-molded construction: cedar/carbon fiber/epoxy. Pedigree design, fast, strong, reliable, ready for the Bay or South Pacific. Interior video: www.youtube.com/embed/O0elreyuJVQ?rel=0. http://kabrum.com. Contact Peter@DocumentaSurveys.com or (415) 717-5589.

36 TO 39 FEET

38-FT CUSTOM SAILBOAT, 1978. Marina Bay, "D" Dock. \$28,000. Great ocean cruiser. Beautiful, handles easily. Large dry dodger/bimini, teak interior, Yanmar diesel, roller furling, autopilot, refrigerator, solar. New bottom. Call 7-9 p.m. (916) 521-0470.

37-FT ERICSON SLOOP, 1974. Alameda Marina Village. \$Best offer subject to acceptance. Many upgrades. Yanmar diesel. Less than 300 hours. Regularly serviced. Restepped mast. Bottom plate replaced by Svendsen's with space-age materials. Standing and running rigging replaced. New roller furling. Life lines replaced. Wheel, wind knot meter and depth meter. All records of purchase and service. Upwind berth. Boat has been sailed as a daysailer. Photos available. (408) 354-6960 or (408) 981-3779 or caparella2345@comcast.net.



38-FT FARALLON CLIPPER, 1957. Sausalito, CA. Classic wooden sloop, built Stephens Brothers, Stockton. Hull # 14. Mahogany on oak, fiberglass/ply decks and cabin top, Volvo 2-cyl diesel, 8 sails and many other extras. Good overall condition, hull paint shows like new. Many Farallon Clippers have raced and cruised to South Pacific and beyond. Boat was donated to Boy Scouts, being offered for \$18,000. Due to donation status, some title restrictions apply. For further information and photos please contact: (415) 336-3367 or bsaboats@aol.com.



CHOATE 38, 1976. Emeryville. \$25,000. Custom-built Choate offshore cruiser/racer. Very fast. Lots of sails. Recent haulout, new 28hp motor, 90% finished. New Awlgrip paint inside and out. Lots of new hardware. Awesome boat! (415) 678-7322.

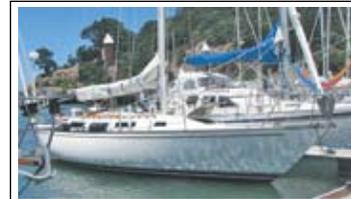
ISLANDER I-36, 1974. Berkeley. \$27,500. Exterior brightwork - April 2012, bottom paint, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, 2 upgraded headsails, 2 Harken #46, 2-speed self-tailing winches. Faryman R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.



36-FT CATALINA, 1989. Emeryville. \$56,500. Full batten main with Dutchman flaking, roller furling jib, asymmetrical spinnaker, boom vang, Gyb'Easy preventer. Rigger for singlehanded sailing. Radar, VHF, autopilot, Honda outboard, Achilles dinghy, dodger, microwave, Force 10 cabin heater, HDTV, Lifesling. (925) 200-0083.

36-FT ISLANDER, 1977. Sausalito. \$49,500. 2009 Baja vet, ready to go south again. Must see many recent upgrades. New sails, rigging, roller furling, solar panel, liferaft, EPIRB, Monitor windvane, dinghy, outboard, teak and holly floor, headliner, beautiful wood interior, ports and forward hatch. Yanmar diesel, Furuno radar, spinnaker pole, pressure hot water, refrigeration, depth and knot meters. See website: www.hurulu.blogspot.com. (415) 497-9079.

37-FT RAFIKI, 1975. Brickyard Cove Marina. \$12,000. Project boat. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and staylock fittings in 2000. (707) 396-9771 or baysailor@sbcglobal.net.



38-FT CATALINA, 1983. Sausalito. \$41,000. Fun! Fast and clean! Great Bay coastal boat. Dutchman, roller furling, radar, GPS, autopilot, professionally maintained, reefer, super clean interior. Price reduction! http://sfbay.craigslist.org/nby/boa/3084921659.html. Contact (209) 304-1555 or chagen22@yahoo.com.

36-FT HANS CHRISTIAN CUTTER. 1975. Napa. \$38,500. Documented. Solid F/G full keel cruising cutter. New Perkins 50hp engine with 30hrs, Drivesaver new bushing, custom pushpit with lockers, custom SS galley area, gimbaled Force10 3-burner propane oven/stove, Adler-Barbour fridge, new batteries, Truecharger 40, Achilles dinghy. New Cayman windlass, 200ft of chain, Bruce anchor. Dual fore and aft stays, all shrouds have Emtek (Stal-Lok-type) fittings. Add some elbow grease and paint to make it yours. (775) 345-9989.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$25,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Will trade. Contact (805) 200-6089 or traim69@hotmail.com.

YORKTOWN 39, 1976. Moss Landing, CA. \$79,000/obo. Ultimate cruising boat. Launched 2006. Heavy weather custom designed and built. Multiple backups to critical systems. Hardly used. See at Moss Landing. (408) 268-4573.



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36-FT ISLANDER, 1973. Alameda. \$21,500/obo. Price reduced! Diesel, roller furling, Autohelm, propane stove/oven, hot/cold pressurized water. Solid boat, motivated seller. (714) 710-9008.

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37-FT ENDEAVOUR A-PLAN, 1979. \$29,500/obo. Strong, aft cockpit, roomy liveaboard. Excellent condition. Extensive upgrades. Superb. Kyocera diesel engine, wind generator, full cockpit.



37-FT CREALOCK, 1979. Monterey. \$50,000. Excellent hull. Custom interior. 3 watertight bulkheads, Ballenger mast, Norseman fittings, new 3gm30f Yanmar, 70 gallons diesel. Imron LPU hull, deck and mast. Excellent Monterey slip. <http://picasa-web.google.com/102123433907360189909/February15201202?authuser=0&authkey=Gv1sRgCJea34-Hsdz7cQ&feat=directlink>. (831) 234-4892 or dcd987@gmail.com.

36-FT ISLANDER FREEPORT. Model B, 1978. Morro Bay. \$49,000. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mike, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkizziar@sbcglobal.net or (559) 707-7344.



36-FT BENETEAU 36.7 FARR FIRST. 2004. Marina Village Alameda, CA. \$116,000/obo. Please see website for all details and inquiries...thank you: www.aycalientesailing.com. (510) 882-1296 or aaron@aycalientesailing.com.



CATALINA 36 MK II, 2003. Monterey. \$128,000. Excellent condition, Monterey slip, original owner, recently hauled/painted/surveyed/appraised, 35hp diesel 50 hours, water/waste tank monitor, full instruments, full kitchen, many extras, see website: <http://bit.ly/bigEZ>. Contact (831) 275-0306 or bobbiansdnl@gmail.com.

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43-FT ROBERTS KETCH, 1989. Morro Bay. \$70,000. Strong, center cockpit, cruising ketch. Ensuite aft cabin head, shower and vanity. In-mast roller furling, A/P, radar, Yanmar diesel genset, water-maker, refrig/freezer, A/C and washer/dryer. (805) 461-3130 or (805) 674-0678 or captj@charter.net.



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47-FT CUSTOM FIBERGLASS CUTTER. 2004. Coos Bay, OR. \$499,900. Blue water high latitude cruising sailboat, two helms, one enclosed, sleeps six, premium equipment, electronics, 85hp diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. More at www.hyssop.com/boat. (541) 888-5688.



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43-FT RON HOLLAND CUTTER, 1982. Ventura. \$67,000. Built by Formosa Yachts - copy of Swan 42. Too much to list, new Yanmar, Kiwiprop, canvas, autopilot, windlass, watermaker, coldplate, more. Email for pix, owned by industry pro and sailing author. Avoid commission-goes to broker August! (805) 263-8246 or bajasurvey@yahoo.com.

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40-FT CALIBER LRC, 1998. Marina Bay. \$177,000. Beautiful, safe, fun, comfortable and capable Bay, Delta, and world long-distance cruiser now available in San Francisco. Replacement value \$300,000+. Email michael.mcnamer@gmail.com.



43-FT TASWELL, 1988. Alameda, CA. \$239,000. Bluewater cruiser. *Psyche* is seeking new adventurers. Interviews now being scheduled! Major refit 2007, then cruise perfected. Endless list of recent improvements. Ex: Awlgrip (2011), Trinidad SR bottom (2012), all hatch Plexiglas (2010), dual Raymarine E80s, full instrumentation, S2 autopilot. She has a Pur80 watermaker, Grunert frig/freezer, dual 2x5 solar panels and wind generator. Full cruising gear, systems briefings and complete documentation available. www.yachtsoffered.com/yachtsoffered.cfm?Yachts_Listingid=1291827&returntype=1. Contact Steve at lotus48@att.net or (530) 748-8010.



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45-FT ISLAND PACKET IP 440. 2007. Marina Village, Alameda. \$370,000. Reducd. "Like new". Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar with 335 hours, 260 water, 160 fuel. Furuno NavNet 3D multifunction display at helm and nav station. Sirius weather. Simrad autopilot at helm with remote. Icom 604 VHF at nav station, Icom at helm with hailer. Muir Cheetah windlass controls at helm and bow, Delta on 400' chain rode. Radar arch with dinghy lift. Outboard engine hoist. Stainless stern rails gate to gate. Lewmar electric winches. KVH TracVision satellite TV, satellite stereo. CD/DVD, flat screens in main salon/forward berth. Many more features, options. All records, documents. Easy to singlehand. You will not be disappointed. (602) 509-3728 or (602) 885-1326 or lsmith@khov.com.



46-FT MORGAN 462, 1981. Sausalito Yacht Harbor. \$129,000. Bullet-proof 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 baryb@aol.com or (707) 334-3670.



46-FT SLOOP WOOD HULL. F.S. Ford design, 1961. Marina Mazatlan, Mazatlan, Mexico. \$61,000. Cold molded 3-layer red cedar over classic wooden hull. South Pacific veteran. SS rigging, aluminum mast, boom, spinnaker pole. Contact for photos. www.yachtworld.com/boats/1961/F.-S.-Ford-Custom-wood-Cold-Molded-2440465/Mazatlan/Mexico. Contact (530) 656-2157 or kd6pgz@aol.com.



50-FT HOLLMAN, 1989/03. Marina Bay YH. \$169,500. Fast cruising cutter with all sails furled from cockpit for easy solo or couple. All ST winches, large galley with reefer and freezer, full width master stateroom, guest stateroom, 2 heads, nav station, autopilot, SSB, VHF, inv/chgr, (2) charting GPS, (2) radar, wind gen, 280 wtr, 100 diesel, (2) 20# propane. Yanmar with 3-blade MaxProp, 300' 3/8" chain on electric windlass with washdown. New bottom job May '12. Great slip w/ possible liveaboard. (520) 906-4351 or franke2u@aol.com.

43-FT BENETEAU OCEANIS, 2008. Bodrum, Turkey. \$195,000. Enjoy the Mediterranean's prime historic cruising waters. Never chartered. 2 cabins, 2 heads, very lightly used. Fast, bright, comfortable. Yanmar, Flexofold, Harken, Delta. Ready to cast off when your flight arrives. Specs, background, photos available. (760) 590-7545 or svastraee@gmail.com.

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48-FT C&C LANDFALL, 1981. Emeryville, CA. \$160,000. Cutter-rigged cruiser. Excellent condition. Many recent upgrades. 2 cabins/2 heads, inside and outside steering, E-Series electronics, in-boom furling main, electric furling jib, generator, bow thruster, 11' RIB w/outboard. Much more. Contact (510) 610-2044 or sailortim@gmail.com.



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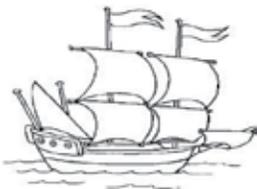
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40.5-FT NORDEREY, 1952. Moss Landing Harbor, dock A71. \$20,000/obo. Built in St. Monans, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self steering. Looking for a good steward. Contact Tim: norderey1@yahoo.com or (209) 570-9951.

43-FT BENETEAU, 1985. Richmond, California. \$94,900. First 42, racer/cruiser, Frers design. Previous SF ocean champ with lots of cruising comforts. Perkins 4-108 with low hours, B&G Hercules gauges with repeaters at nav station, radar, inverter, 420 amp house battery bank, refrigeration. Lots more gear and an exceptionally clean boat. New upholstery. Call David. (707) 523-4121 or email jacobyds@aol.com.



31-FT POCKET CRUISER, 1954. Alameda, CA. \$12,000. 31 feet overall, oversized rigging, new diesel engine, hardly used, bronze fastenings, lead keel. Well maintained, newly surveyed, 40 years same owner. Serious inquiries only!! Contact (925) 933-4252 or (510) 506-8578 or sandrbackovich@sbcglobal.net.

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CLASSIC BOATS



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34-FT GEMINI 105MC, 2005. San Francisco Bay. \$139,000. This boat is spacious and open with great light and views. Enjoy full views across the water from every cabin. Large bridge deck/dining booth seats eight. Sleep in a double berth with panoramic views and a hatch for fresh air, along w/two additional berths. Enclosed cockpit offers a solarium type room for cooler weather. She's a fast, sporty sailer, capable cruiser, and a stable platform for sailing/living. 14' beam fits in a standard slip. Low hours, excellent condition, no exterior wood to varnish. We've had the best of both worlds: an amazing sailing vessel, and a second home all in one! Try a Cat, you'll never go back! <http://sfsharp.com>. (415) 902-5484 or ryantimoth@aol.com.

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24-FT HIRONDELLE MK I CATAMARAN. 1970. Shoreline, WA. \$21,500. Featured in issue #57 *Small Craft Advisor* magazine. See also at www.hirondele-association.org. Contact genebuchholz@gmail.com or (206) 999-5034.



23-FT MULTI-23, 2008. Los Angeles. \$25,000. Gray Multi-23 for sale. Fast fun boat that is perfect for the Bay. New 2hp Honda outboard still in the box. Please call for details. (650) 814-7217.

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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>. (650) 380-3343 or brian.j.gibbons@gmail.com.

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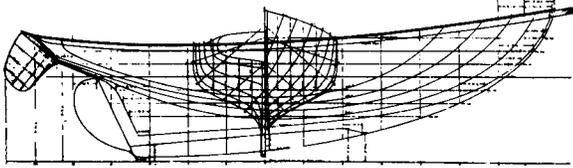
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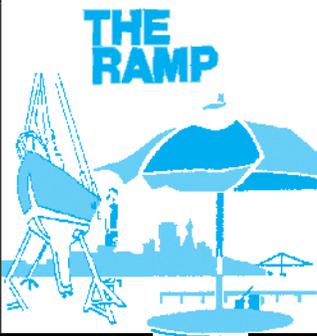
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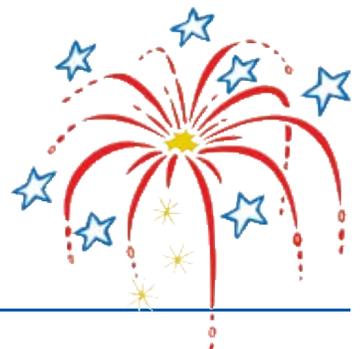
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46' MORGAN 462, 1981
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38' SABRE MKII, 1990
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31' PACIFIC SEACRAFT CUTTER, 1989
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53' ISLANDER, 1979
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45' STARRATT & JENKS, 1977
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34' SABRE, 1984
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41' TARTAN, 1975
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