

Latitude 38

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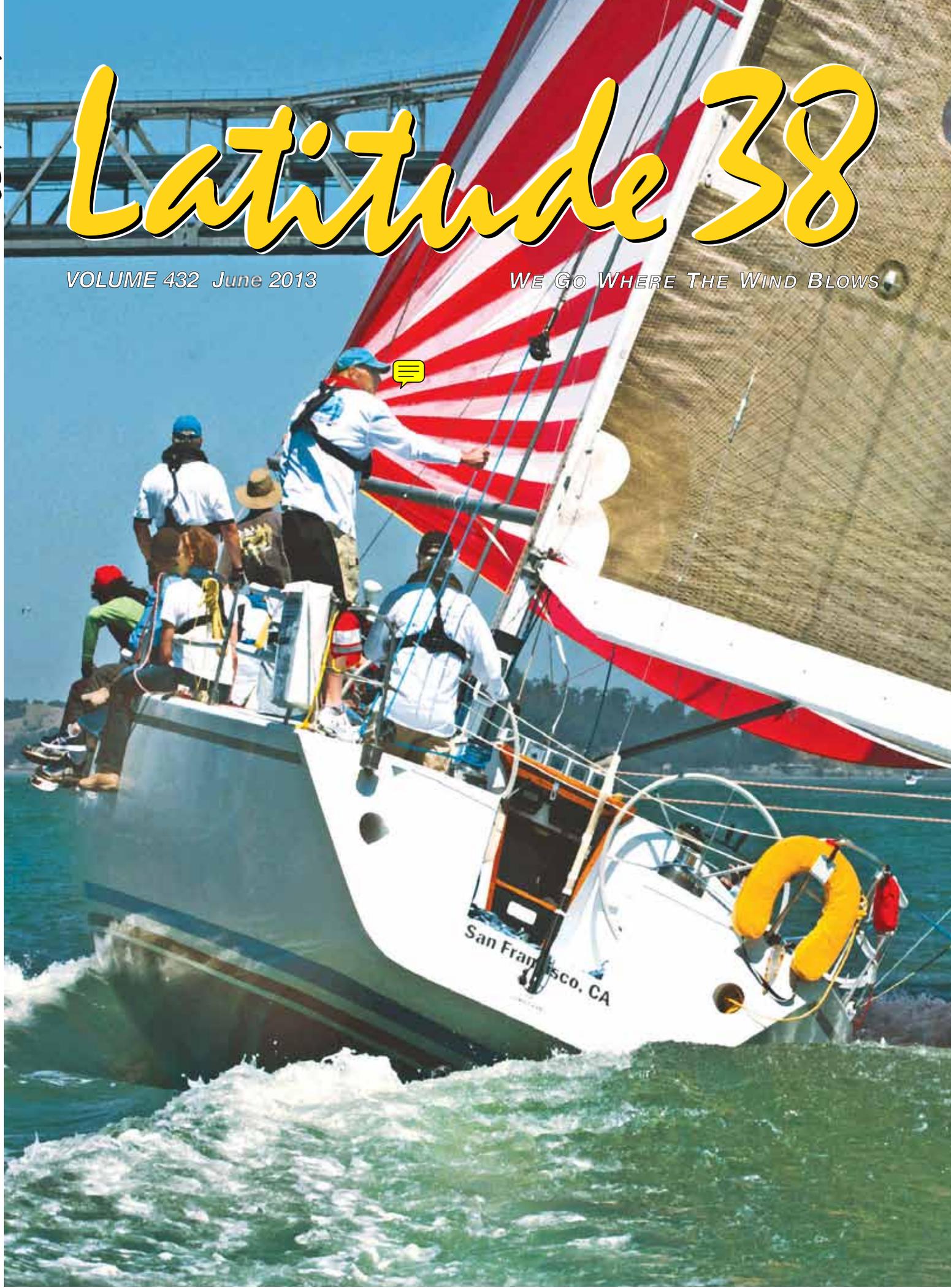
VOLUME 432 June 2013

WE GO WHERE THE WIND BLOWS



JUNE 2013

VOLUME 432



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# GREAT VALLEJO RACE



# — FOR STARTERS



ALL PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US EXCEPT AS NOTED

*Spread: (l-r) The glory of the Great Vallejo Race. Inset: Daniel Thielman's 'Tai Kuai' was the first monohull to finish and first in the big boat division.*



Second only to the Three Bridge Fiasco in size and popularity, the Great Vallejo Race — held May 4-5 — sets the stage for the racing season on San Francisco Bay. And the 114th running of the grand old dame of Bay Area sailing events didn't disappoint. The 181 boats that showed up for Saturday's start

# GREAT VALLEJO RACE



**Urs Rothacher's 'BridgeRunner' ran down the competition to be the first across the new finish line near the ferry terminal.**

off Treasure Island were treated to one of the most beautiful sailing days in recent memory. Typically a downwind run to the always friendly and accommodating Vallejo YC, this year's forecast called for a light-air sun bake all the way up, countered by a forceful gale for Sunday's return race.

Wrong on both counts.

Under bright, sunny skies, the Golden Gate wind machine switched on early as a finger of cool stratus clouds divided the Bay into north and south. The first of the 23 divisions started in a 15-knot westerly, but by the time the final class of multihulls crossed the line more than an hour later, the breeze had piped up to well over 20 knots.

"We barely got the reef tucked in minutes before the gun," noted Jeff Mearning, trimmer aboard Jerome Ternynck's Extreme 40 *SmartRecruiters*. "Before I realized what time it was, we were sheeting hard and launched at the pin end." It's worth noting that the 'uber cats' hit boat speeds in the 20s almost immediately.

Up at the front of the parade, early fleets were the first to encounter the ebb that persisted throughout the afternoon as the Bay began to empty its contents into the Pacific Ocean.

"As soon as we got out of The Slot, we hit light air behind Angel Island and

it was difficult to make headway against the ebb," said Tina Lund, crew on Jeff McCord's N/M 36 *Quiver*. The PHRF 3 winner hit the west side of the North Bay hard, along with Daniel Thielman's R/P 44 *Tai Kuai*, Tony Pohl's Farr 40 *Twisted* and Dan Alvarez's JS9000 *JetStream*, all of which won their divisions.

A massive hole stretched all the way from Tiburon to Richmond so anyone staying west made out as the breeze filled in. Of course that wasn't true for every boat, but later divisions managed to break through on the westerly that filled in from behind.

"Once the wind was blowing, *Basic Instinct* was just flying," said Sausalito's Memo Gidley, whose Elliott



1050 won PHRF 4. “We were literally planing for most of the race.”

While not everyone had the pleasure of planing their way to the Napa River, it was an unusually quick trip for the entire fleet, with most boats spending less than four hours on the 21.5-mile course. If they’d had a flood current, it would have been even quicker.

“What an amazing race,” said *BridgeRunner’s* Urs Rothacher. “We had to pinch ourselves, effortlessly gliding up San Pablo Bay with the speedo stuck at 22 knots.” The SL33 and *Smart-Recruiters* finished within three minutes of each other, less than an hour and a half after they’d crossed the start line. *Tai Kuai*



**Zhenya Kirueshkin-Stepanoff's Melges 24 'Rusalka' screamed to second in the competitive eight-boat Sportboat 2 division. The top three boats corrected out within three minutes of each other.**

was just 15 minutes behind.

**W**hen you're racing against an ebb current to a destination located on a shoaly river, it should come as no surprise that arriving at low tide might mean losing a little bottom paint to the mud. Couple that with breeze-on conditions and it can get downright exciting. Now imagine shoehorning 181 boats into a small yacht club harbor. Yikes!

But as they always do, Vallejo YC's members worked tirelessly to fit everyone they could (a handful of deeper draft boats had to anchor out but volunteers ferried crewmembers to the party and back).

Nearly everybody took the mud in stride and without hesitation said they love the race. “It’s one of my favorite races,” said Express 27 winner Will Paxton of *Motorcycle Irene*.

One of the reasons is the jammin' party VYC members throw for the fleet. A big outdoor tent, fish and chips, piña colodas dispensed from a Slushee machine, a live rock n' roll band and a jam-packed — and fully stocked — bar gave racers plenty of opportunity to let off a little steam. And for those wanting more intimate conversation, any number of boats in the raft-up were offering mai tais and margaritas to passersby. No

matter where they were, racers couldn't stop talking about what a great day of sailing they'd just had.

**S**unday morning's NOAA forecast for San Francisco Bay and San Pablo Bay looked less than appealing: chance of rain and southwest winds 15-30 knots in the afternoon. Considering the normal attrition rate for the two-day race, and of course the bleak forecast and flood current, it's impressive that 139 boats made it to the start of that day's race home.

Rarely is sailing across San Pablo Bay a treat, but on this day it was. After a light-air postponement, then another when a boat got caught up on the start buoy, the same 23 fleets made their way downriver.

“It was a little fluky heading back,” said *Motorcycle Irene’s* Paxton. “We were happy to see the lighter conditions and had a great start but got shuffled to the back of our fleet before we got out of the Strait. In any case, we managed to pick several good shifts heading down San Pablo Bay and managed to find our way to the front.”

*"I looked back and saw the whole fleet storming toward us."*



**'Green Buffalo' charges up the fleet.**

# GREAT VALLEJO RACE

But not far enough to take the first gun at the finish line. That honor went to the doublehanded team of Marc Sykes and George Mann on the former's J/35 *Pegasus*.

"We had a really good race against Pat

Broderick on the Wyliecat 30 *Nancy*," reported Sykes, who corrected out to third in the Shorthanded division, behind *Nancy* and *Cookie Jar*. "*Nancy* beat us down the river and went up the breakwater side of Carquinez Strait. We

went inshore near Pinole trying to find better current."

Slowly but surely, *Pegasus* nibbled away at *Nancy's* lead until they were finally ahead. "We beat them across the line by a minute but owed them

**Top row (l-r):** '*Heart of Gold*', '*Always Friday*' and '*Iolani*' enjoyed the transition from chilly to warm near *The Brothers*; the '*Topzy Turvy*' crew flipped over the great conditions; Dan Alvarez's '*JetStream*' crew pushed it to snag first in class; it's hard to not get inspired while blissfully sailing along on '*Inspired Environments*'. **Middle row:** '*Bodacious+*' plowed a path for '*Basic Instinct*'; looking like a fish in water; '*Ahi*' was in her element; how do you fit more than 150 boats in a small



# — FOR STARTERS

12," laughed Sykes. "I wasn't sure if we were first to finish, but then I looked back and saw the whole fleet storming toward us. It was a spectacular sight to see!"

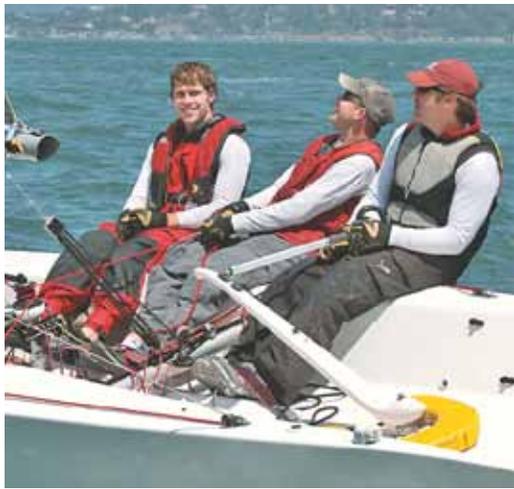
In the end, the forecasters were

wrong. Racers got what Sykes called "video game sailing," with flat water and steady 20 knot winds that eased to about 15. "It was one of the nicest days of racing back from Vallejo I've ever had," he added.

As the kick-off to this season's YRA Party Circuit, the Great Vallejo Race once again proved why it's one of the brightest jewels of the San Francisco Bay racing scene.

— **dave wilhite & latitude/ladonna**

*harbor? Very carefully!; 'Gypsy Lady' led the colorful fleet; 'Zeehond', 'Alexandria' and 'Wuvulu' show their true colors after passing under the Richmond Bridge. Bottom row: 'Leglus' stretched her lovely legs; things got a little wild on 'Escapade'; 'For Pete's Sake' and 'Jarlen' make tracks bound for Vallejo; 'Tinker's' trouble from a previous race didn't stop her skipper from patching her up in time for Vallejo; 'Intruder' says, "See ya up the river!"*



CHRIS MENDONCA

# GREAT VALLEJO RACE

## GREAT VALLEJO RACE

### GREAT VALLEJO RACE 1 (5/4)

PHRO 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman; 2) **Double Trouble**, J/125, Peter Krueger; 3) **Deception**, SC 50, Bill Helvestine. (6 boats)

PHRF 2 — 1) **Twisted**, Farr 40, Tony Pohl; 2) **War Pony**, Farr 36, Mark Howe; 3) **Tiburón**, SC 37, Steve Stroub. (8 boats)

PHRF 3 — 1) **Quiver**, N/M 36, Jeff McCord; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Inspired Environments**, Beneteau First 40.7, Timothy Ballard. (10 boats)

SPORTBOAT 1 — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Ragtime**, J/90, Trig Lijstrand; 3) **Intruder**, Melges 32, Greg Dyer. (7 boats)

SPORTBOAT 2 — 1) **Problem Child**, Melges 20, Elliott James; 2) **Rusalka**, Melges 24, Zhenya Kirueshkin-Stepanoff; 3) **Arch Angel**, Antrim 27, Bryce Griffith. (8 boats)

J/105 — 1) **Blackhawk**, Ryan Simmons; 2) **Akula**, Douglas Bailey; 3) **Yellowfin**, Kurt Olsen. (5 boats)

PHRF 4 — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Hawkeye**, IMX-38, Frank Morrow. (7 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Escapade**, Nick

Schmidt. (8 boats)

PHRF 5 — 1) **Lady Jane**, Jeanneau 39i, Gregory Dorn; 2) **Summer & Smoke**, Beneteau 36.7, Pat Paterson; 3) **Red Cloud**, Farr 36, Don Ahrens. (11 boats)

ULTRALIGHTS — 1) **Vitesse Too**, Hobie 33, Grant Hayes; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Hasta Nunca**, Moore 24, Eric Ochs. (5 boats)

PHRF 6 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Ahi**, Santana 35, Andy Newell. (9 boats)

SF 30 — 1) **Audacious**, J/29, Scott Christensen; 2) **Elusive**, Olson 911, Charles Pick; 3) **Shameless**, Schumacher 30, George Ellison. (9 boats)

PHRF 7 — 1) **Iolani**, Hughes 48, Barry Stompe; 2) **E Ticket**, Beneteau 38, Noble Griswold; 3) **Arcadia**, Mod. Santana 27, Gordie Nash. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Desperado**, Marcia Schnapp; 3) **Peaches**, John Rivlin. (14 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman; 2) **Windwalker**, Richard Shoenhair; 3) **Luna Sea**, Dan Knox. (5 boats)

PHRF 8 — 1) **Kelika**, Hunter 33.5, Michael Weaver; 2) **Alexandria**, Ericson 35-2, George Blackman; 3) **Quest**, Wauquiez Gladiateur 33, Ken Stiver. (4 boats)

PHRF 9 — 1) **Downtown Uproar**, J/24, Darren Cumming; 2) **Shut Up & Drive**, J/24, Val Lulevich; 3) **Flight**, J/24, Randall Rasicot. (11 boats)

PHRF 10 — 1) **Wings**, Columbia 5.5, Mike Jackson; 2) **Achates**, Newport 30-2, Robert Schock; 3) **Antares**, Islander 30 Mk II, Larry Telford. (11 boats)

SHORTHANDLED — 1) **Cookie Jar**, Moore 24, George McKay; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Pegasus**, J/35, Marc Sykes. (4 boats)

SF 180 — 1) **Zeehond**, Newport 30 Mk II, Donn Guay; 2) **Wuvulu**, Islander Bahama 30, John New; 3) **Adventure**, Catalina 30, Jack McDermott. (5 boats)

NON-SPINNAKER — 1) **Jack Aubrey**, Cal 2-27, Lori Dennis; 2) **Spindrift**, Cal 39 Mk II, Deborah Stern; 3) **Rascal II**, Pearson Triton, Norman Thomas. (12 boats)

PHRF 11 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Oreo**, Santana 22, Garth Copenhagen; 3) **Layla**, Catalina 25, Tom Haverstock. (6 boats)

MULTIHULLS — 1) **BridgeRunner**, SL 33, Urs Rothacher; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck; 3) **Lightspeed**, Lightspeed 32, Andy Costello. (7 boats)

Complete results, including Race 2 (5/5), at [www.yra.org](http://www.yra.org)

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# MAN DOWN —

**T**hursday, May 9, was a typical spring day on San Francisco Bay: sunny skies overhead, a stiff breeze piping through the Golden Gate, and a wide range of sailing craft scooting across small whitecaps. Among them was Swedish America's Cup challenger Artemis Racing's first-generation AC72, dubbed *Big Red*.

With the start of the Louis Vuitton challenger series just eight weeks away, she was practicing routine maneuvers between Alcatraz and Treasure Island

*They quickly realized that 36-year-old Andrew 'Bart' Simpson was nowhere to be seen.*

with her usual complement of world-class sailors aboard. At the helm was 27-year-old Australian sailing phenom Nathan Outteridge, who won Olympic gold last summer in the 49er class.

As he steered the big cat into a bear-away maneuver at around 1 p.m., something went horribly wrong. Seconds later, the entire crew found themselves in the water surrounded by the mangled wreckage of *Big Red*. According to an initial statement by Regatta Director Iain Murray, the massive cat "nose-dived" and capsized. Apparently during that process, the forward crossbeam broke free from the portside ama, the ama itself broke in two just forward of the aft crossbeam, and the 131-ft wing mast collapsed onto the surface of the Bay. The resulting tangle of rigging, trampoline netting, and splintered carbon fiber looked as though it had been torn apart by a bomb blast.

As the crewmen took stock of their situation, they quickly realized that

*The boat folded over on itself so quickly that it was hard for some witnesses to explain the sequence of events.*

36-year-old Andrew 'Bart' Simpson was nowhere to be seen. In the frantic moments that followed, rescue personnel — who arrived quickly on the scene — and the 10 other Artemis crewmen desperately searched for Simpson, eventually locating him trapped beneath the surface under some sort of solid structure. He was pinned there for approximately 10 minutes before he was freed, and attempts by San Francisco firefighter/paramedics to revive him proved futile.

Renowned New Zealand sailor Craig Monk, also an Olympic medalist, suffered a minor injury, but was treated at a local hospital and released.

The broken remains of the \$8-million boat were towed to a gated compound on Treasure Island, where they are being studied by San Francisco Police investigators, who are charged with determining the cause of death, while exploring the possibility of criminal negligence.

**A**s we go to press, a full two weeks after the incident, specific details about the evolution of the capsize and the exact circumstances surrounding Simpson's death still have not been released — much to the frustration of many local sailors, including ourselves. It still isn't crystal-clear, in fact, whether a structural failure caused the boat to capsize, or the capsize led to structural failures, as Murray implied.

Artemis team members and shore staff evidently have been ordered to say nothing about the incident, leaving the public to speculate wildly and question the fundamental viability of racing AC72s in San Francisco Bay conditions.



The chief architects of the AC72 concept, Russell Coutts (Oracle Team USA CEO) and Larry Ellison (the team's billionaire patron) have been conspicuously silent on the fateful incident — other than Coutts' offering his sincere condolences.

At 1 p.m. on that tragic day, the rising tide had just peaked, and the incoming flood was running just under 4 knots. Nothing unusual. Waters between Treasure Island and Alcatraz are typically bouncy. But due to the flood, the short, steep chop generated during *ebb* currents — wind-against-tide — were not in effect. Reports of the wind strength that day vary. Some say the breeze was in the high teens, others say in the low to mid-20s. But in any case, nothing out of the ordinary for a spring or summer day here.

**B**y all accounts, Bart Simpson was



# BART SIMPSON'S LAST SAIL



**Fast, sleek and sexy, 'Big Red' was an awesome sight when she first took to the Bay last November. But she had to return to the Artemis 'shed' several times during her short life for structural modifications. The May 9 sail was her 36th.**

a larger-than-life character who was extremely well liked by both his world-class teammates and the mere mortals who encountered him in everyday life. An affable teddy bear of a man, he is said to have inspired and nurtured many young sailors.

Although born in the landlocked town of Chertsey, Surrey, which lies southwest of London, Simpson embraced sailing as soon as he sampled the sport at age five during visits to his grandparents, who lived on the English coast. His racing career began at age seven, when he competed alongside (now-Sir) Ben Ainslie and Iain Percy in Optimist dinghies. Ainslie, of course, went on to become one of the most decorated sailors in Olym-

pic history, winning one silver and four gold medals in five consecutive Olympic Games, sailing in different classes.

Like Ainslie, Simpson raced Lasers before moving to the Finn class (winning a bronze medal at the 2003 Finn Worlds). He later moved to the Star class with Percy, winning bronze at the Star Worlds in '07, gold in '10, and silver in '12, in addition to winning back-to-back medals at the Olympics: gold at the Beijing Olympics in '08 and silver last year in London. Both men were involved in previous AC



**Andrew 'Bart' Simpson.**

SANDER VAN DER BORCH

challenges. In 2009, Simpson was honored by being appointed Member of the Order of the British Empire (MBE).

At one point after the 2010 America's Cup in Valencia, Spain, Simpson, Percy and Ainslie were reportedly in conversation with British entrepreneur Keith Mills about mounting a British challenge for the next Cup, but Mills backed off due to

grave concerns about the safety of the AC72 concept, calling the wing-sailed cats "a very risky, dangerous proposition."

In the aftermath of Simpson's untimely death, remembrances poured in from all corners of the sailing world. "Yesterday I lost my closest friend of over twenty-five years, the friendliest and kindest man I have ever met," wrote Percy (who is currently Artemis' sailing team director). "I cannot believe he is no longer with us."

Ainslie posted, "This is such a tragedy. Andrew was such a wonderful husband, father, friend and one of the nicest people you would ever meet."

Torbjörn Törnqvist, chairman of Artemis Racing, said, "As our friend and teammate, Andrew 'Bart' Simpson was central to Artemis Racing, both in

**The forward crossbeam broke loose, and the port ama sheared off in front of the aft beam. This was not a fully foiling boat.**



JOE PEREZ

# MAN DOWN —

the course of racing and our lives. His presence and personality was a binding force and he will be missed." Although Simpson had only joined the team a few months ago, he'd obviously made quite an impact.

Married, and the father of two young kids, Simpson was regarded as a father figure to some, such as Kate Macgregor, the youngest member of Britain's 2012 Olympic sailing team: "You were always there when we needed advice or had a bad day," she posted on Twitter. "You and your wise words will not be forgotten."

According to Mills, Simpson's most important role was as a tactician. (His title for Artemis was "strategist.") "He's the brains on the boat, trying to figure out the best strategy," said Mills. "When

things went wrong racing — and they often do — he was always the guy that would pick everyone up."

**I**n the days after the incident, the Artemis team was understandably shell-shocked and numb with grief over the loss of Simpson. The AC management was similarly stunned. At their initial post-catastrophe press conference, Regatta Director Murray was so choked-up over Simpson's death that he struggled momentarily to find his words. When America's Cup Event Authority (ACEA) chief Stephen Barclay

was asked about possibly delaying the July challenger series or downshifting to AC45s, he said, "Nothing is off the table. We need to know what happened."

Realistically, though, specific causes of Big Red's break-up may never be fully understood. And specifics on what steps were taken to rescue Simpson may never be released to the public.

Five days after the capsizing, representatives of all four teams (Artemis Racing, Luna Rossa Challenge, Emirates Team New Zealand and Oracle Team USA) held a closed-door meeting to discuss options.

Shortly afterward, a press conference was held at the new Pier 27 cruise-ship terminal. With Murray beside him, Tom Ehman, vice commodore of the Golden Gate YC (the current Cup defender) essentially said the show must go on: "America's Cup will go ahead this summer. We will see the world's best sailors racing at the highest level on the iconic beauty of San Francisco Bay."

Although no one was willing to say so in plain English, with major TV



**The battered remains of 'Big Red', are now being studied by police investigators. We're told the May 9 sail was to have been her last.**

contracts signed for this 'made-for-TV' version of the Cup, infrastructure in place, and somewhere between a quarter- and a half-billion dollars spent by the four teams on crew training and boat-building, it's simply too late to substantially alter plans now, regardless of safety concerns.

At the same press conference, Murray and Ehman announced the formation of a special investigative committee to make safety recommendations for future training and racing. After six days of intensive committee work, which involved interviewing 25 team heads, skippers, designers, engineers, sailors and support boat operators, Murray released a wide range of "recommendations," meant to reduce future risks, and prepare for the potential of future accidents.

Most notably, upper-end wind limits were reduced from 33 to 23 knots during September's America's Cup races, with even greater reductions during the Louis Vuitton series (20 knots in July

*It's simply too late to substantially alter plans now, regardless of safety concerns.*

and 21 knots in August). Independent structural reviews of all boats is recommended, and all crewmen are recommended to carry, and train on the use of, an enhanced complement of safety gear, including hands-free breathing apparatus, buoyancy aids with quick releases, body armor and underwater crew-locator devices.

It also is recommended that a minimum of two rescue boats support each AC 72, staffed by a scuba diver and a rescue swimmer. A paramedic should be aboard one of these boats, and each

## READERS CHIME IN AFTER THE ACCIDENT (excerpted)

If it were my Cup and my city, I would immediately end the current plan and go for an AC world series in AC45's that foil (2nd generation) and encourage participation from all potential countries. — *chris tucker*

If we are not allowed to take risks as a people we will not progress. — *doeren gord*

The 72s are inherently dangerous as they cover the width of the Bay (including through commercial and recreational traffic) in a matter of minutes. — *carl king*

If they cannot sail in the Pacific Ocean, they should be banned from SF Bay. Platforms with no reefable wings are a recipe for death! — *tom charron*

Accidents happen in all professional competitive events. "Keep calm and carry on." These athletes train hard and know the dangers. — *larry samson*

Whenever mankind reaches a bit beyond his grasp, the outcome is usually one of two scenarios. Triumph: The edges of technology and human endeavor are redefined in a way that represents true progress for all. Or disaster: We pushed too far into a still-unfamiliar realm, and experienced the consequences. — *bill sikich*

It appears the new America's Cup race has been hijacked by the man or team with the most money. I'd like to see a return to the day when the boats were raced by national crews of athletic and sailing prowess. And, btw, where are the women? — *nonnie thompson*

I've raced small cats since 1968. I love cats, and I'm excited about the incredible new developments in cat racing. But, the 72s are still in the development stage and there is too much risk in sailing these in typical SF conditions without gaining more experience on the water. How about falling back to the AC 45s for the Cup? — *jim sammis*

Use the AC 45s. The 72s are too dangerous. Disaster during the America's Cup would kill funding and destroy all the positive publicity about sailing. — *dr. lewis keizer*

I have always maintained that mankind's ability to develop technology that surpasses his ability to control it is a curse. Of course now we have a situation where people can die, and that sure will boost ticket sales. — *walt lawrence*

I would hate to see any level of sailboat racing become the equivalent of NASCAR racing with its numerous crashes. On the other hand, if you don't push the envelope, you can't learn anything. — *thomas gradie*

These are big boys racing their mega-dollar toys. Let them have a free rein to do as they want without some bureaucracy dictating what goes on. — *allen knochenhauer*

America's Cup sailing goes from being boring (to most) to being a ghoulish spectator sport, on San Francisco Bay! — *peter taylor*

# BART SIMPSON'S LAST SAIL

should be equipped with a defibrillator, crew rescue nets, a spine board, a comprehensive first aid kit and more.

In the aftermath of the Artemis tragedy, several key competitors made candid but troubling statements about the 72s, pointing out that they are indeed dangerous, but that high risk is inherent at this level of the sport. Luna Rossa skipper Max Sirena explained, "When Oracle crashed, I said, 'That will not be the only one; this will happen again', and now it's happened again. These are dangerous boats. The boat is basically too powerful. At the same time, this is our sport. This is a risk we take."

In a statement, Oracle helmsman Jimmy Spithill elaborated, "The boats are fast, and everything happens in a split second. There is real risk involved. The boats can crash hard, and unfortunately we've seen that can result in tragedy — we lost a good friend."

Needless to say, news of *Big Red's* breakup went viral. News organizations

as far away as Sri Lanka carried stories about it. In the process of scrutinizing the incident, one major New Zealand news organization pulled transcripts of a pre-crash KCBS radio interview in which Spithill — the winning helmsman of last summer and fall's AC World Series here — strongly supported Ellison's AC

*"It's gotta look cool, it's gotta be great on TV, and it has to have that risk factor."*

34 vision: "It's the pinnacle of the sport. It needs to keep up with the other sports. It's gotta look cool, it's gotta be great on TV, and it has to have that risk factor... If we speed-limited NASCAR, I'm not sure people would watch it that much."

But he was also clear about the risks that he and others are obviously willing to take. "The harder you push these boats, the faster you go. But you cross

that line and it could be catastrophic... you make a mistake and it's like an avalanche."

When constrained within the tight parameters of the Cityfront racing box, the balance between risk and reward will become even more tenuous. But again, guys like Spithill seem to revel in risky business: "We call it 'the cage'. With incredibly fast boats, it's like putting a jet ski in a swimming pool."

As we mourn the loss of a great sportsman, we look ahead to next month's races with cautious optimism and our fingers crossed. It's worth remembering that as edgy as these boats are, they've been designed and built by the best talent that money can buy. And they'll be sailed by the world's top sailors, who bring with them a wealth of experience on go-fast racing machines.

We just pray to God that no one else gets seriously hurt or killed. If that can be avoided, it should be one helluva show.

— *latitude/andy*



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**HONDA MARINE**

# PETALUMA

If hot America's Cup action leaves you cold, you can always warm up in Petaluma. This hidden gem of the Bay Area offers a little something for everyone — from nearby parks and ice cream shops to a thriving nightlife — and is typically a good 20 degrees warmer than San Francisco Bay, making it a great summer boating destination for the whole family.

The only trouble with heading to Petaluma for a weekend getaway is that spontaneity is rarely rewarded. A small amount of pre-planning is required for a successful adventure up the Petaluma River, but it's so worth the effort.

## Check Your Tide Book

First you need to check the tide and current charts for the best time to head upriver to avoid as many shallow spots as possible.

"Keel boats need to come up on nothing less than a rising two-foot tide," says Petaluma YC Rear Commodore Ted Adams. But first you need to get through the dredged channel leading from the middle of San Pablo Bay to the mouth of the river. Even at low tide, there should be plenty of water for most boats — nine feet — but stray outside the marked channel and you *will* get stuck. Keep an eye on your depthsounder and you should be fine.

Once in the river proper, you'll pass through a perpetually open railroad swing bridge before arriving at the Hwy 37 fixed bridge. This is the first of two fixed bridges along the river, and both are 70 feet above the water, which means boats with taller rigs can't ride this ride.

The Petaluma Turning Basin, the ultimate destination for boaters, is 12 miles up the river, which winds and wends through lovely ag lands. But shoals do pop up along the way so don't be too surprised if you bump into one. A good rule of thumb is to take bends closer to the outside of the turn where, theoreti-



**Downtown Petaluma is just steps away from the north gate of the Turning Basin.**

## Petaluma Linkage

### Petaluma Info

[www.VisitPetaluma.com](http://www.VisitPetaluma.com)

### Boater Info

[www.VisitPetaluma.com/petaluma-river](http://www.VisitPetaluma.com/petaluma-river)

### Petaluma YC

[www.petalumayachtclub.com](http://www.petalumayachtclub.com)

### Petaluma Marina

(707) 778-4553 or

[cityofpetaluma.net/parksnrec/marina.html](http://cityofpetaluma.net/parksnrec/marina.html)

### Public Works

(707) 778-4303

### D Street Bridge

VHF 9 or (707) 753-1254

### Petaluma Chamber of Commerce

[www.petalumachamber.com](http://www.petalumachamber.com)

cally, the water should be deeper.

Keep an especially sharp eye while rounding Cloudy Bend, just before the Petaluma Marina. Leave the two red nuns to starboard to avoid a big shoal along the starboard-side bank, then hug the port-side bank until you reach green #5. Just past the marina, you'll pass through another perennially open railroad bridge, and then under the 70-ft US101 overpass. Just one more bridge to go!

## Schedule a Bridge Opening

This is where pre-planning step #2 comes in: Make an appointment for an opening at the D Street Bridge. The bridge tender requires at least

**All powerboats and sailboats equipped with stern-boarding equipment must stern-tie.**



four hours' notice for an opening between 6 a.m. and 6 p.m., but prefers 24 hours (24 hours is the minimum for night, weekend or holiday openings). Boaters can either call the Petaluma Department of Public Works at (707) 778-4303 or fill out an online request form, a link to which can be found at [www.visitpetaluma.com/petaluma-river](http://www.visitpetaluma.com/petaluma-river).

If the tender is expecting traffic, s/he can be hailed on VHF 9 or you

per night, at this writing), which can be dropped in the payment box at the Petaluma YC. Bring your checkbook because putting cash in the drop box is highly discouraged for obvious reasons!

The long dock outside Petaluma YC ([www.petalumayachtclub.com](http://www.petalumayachtclub.com) or 707-765-9725) is owned by the city so even PICYA members with reciprocal privileges are required to pay the nightly fee, but those guests can arrange with PYC for shower privileges. "If you're coming up on an organized cruise with your club," says Ted Adams, "call ahead and we'll open the showers early."

Adams also notes a requirement you won't find in any of the information available online: All powerboats *and* sailboats with a swim step must stern-tie to the docks. Other sailboats can side-tie, but you must be willing to raft up in the event the Basin's docks are crowded. The only time individual transient boats might be turned away due to space limitations would be on the long weekends of

**Left: Passing through the D Street bascule bridge. Below: Papa's Greek Taverna at Gilardi's Lakeville Marina has recently closed.**

river, for \$22 per night. This might be the best solution if you require water or an electrical hookup, as those amenities are scarce in the Turning Basin. The marina also offers a pump-out station and a fuel dock (gas only).

## Plan Your Activities

The last thing you need to do before leaving the dock — besides loading up

with food and gear, of course — is to invite your crew to check out the activities listed at [www.visitpetaluma.com](http://www.visitpetaluma.com). Want to learn SUP yoga? Sign up for SUP Yoga with Shelby on June 30 (multiple dates). Need some fresh-from-the-farmer produce? Hit



**The scenery along the Petaluma River, so different from the Bay, provides unlimited photo ops.**

up the Saturday Afternoon Farmers Market at Walnut Park. Is a little live music more your style? Plan on sailing upriver in time for June 8's Aqua Foundry Festival at the Foundry Wharf. Or does a funky art scene do it for you? Then be there on July 20 for the River-town Revival on the McNear Peninsula. All of these diverse activities can be had in Petaluma this summer. Figure out which event you want to attend and plan your trip around it, or vice versa. Either way, you'll have a great time.

But there's so much more available to entertain your crew than just special events. You can catch a show at the iconic Mystic Theatre, go bar hopping at any (dare we suggest all?) of the great downtown hot spots, shop till you — or your credit card — drop, and dine at the 10 or so restaurants within walking distance of the Turning Basin.

**T**hat's about all you need to know to plan the perfect weekend getaway from this summer's San Francisco Bay insanity. Whether you go in a group or on your own, a trip to Petaluma will be one of the highlights of your summer sailing season.

— **latitude/ladonna**



ALL PHOTOS LATITUDE/JOHN A.

can call the bridge directly at (707) 753-1254 (don't call this number to set an appointment). This can be a handy number to have if you find yourself whiling away a little time until the tide floats your boat again and you know you'll miss your appointment. Don't forget to schedule your departure time as well!

## Arrange Moorage

Before you leave home, pop back onto [www.visitpetaluma.com/petaluma-river](http://www.visitpetaluma.com/petaluma-river) and click the appropriate link to print out a mooring permit. This permit must accompany your payment (\$23



Memorial Day, Fourth of July and Labor Day. In all, the Basin can hold upward of 60 boats on a first-come first-served basis.

Alternately, boaters are welcome to reserve a slip at the city-owned Petaluma Marina, about a mile and a half down-

# Emeryville Marina

Emeryville Marina's idyllic location in the heart of San Francisco Bay offers views of three bridges and two islands. Dock in Emeryville. Enjoy our amenities and walk to great local restaurants.



## 2 Marinas

### Transportation Hub

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- Bus/Rail through Northern California
- Free shuttle about town and to BART
- 10 minutes from SF by auto
- Charter boats

### Arts, Science & Sports

- Water sports, fishing, Bay walk, bike trails
- Arts, public art walks
- Biotech, tech & new media hotbed
- Home to Pixar Animation Studios & Ex'pression College for Digital Arts



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 Boutique Brands. Unlimited Ways to Play. Begin your 2012/  
 2013 Cup trip planning at [emeryvilleonthebay.com](http://emeryvilleonthebay.com)

## Unlimited Ways to Play

Emery Cove Yacht Harbor offers competitive rental rates and is only minutes from the center of the Bay!  
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 as an option to renting. Own a dock on San Francisco Bay  
 and enjoy tax savings and a great investment!



Emery Cove Yacht Harbor

# THE SCIENCE BEHIND THE MAGIC —

The Bay Area sailing community has long been proud to call Stan Honey one of its own. Not only is he one of the most renowned offshore racing navigators the Left Coast has ever produced, but the 'augmented reality' graphics that his team of tech wizards has produced during the past 20 years has greatly enhanced the TV viewing experience for millions of fans of sports as varied as football, baseball, NASCAR, and now America's Cup racing. During a recent conversation, Stan, who is director of technology for the America's Cup Event Authority, shared some insights into how the AC's LiveLine graphics work, and why organizers have gone to such lengths to provide them.

**Latitude 38** — For starters, Stan, please give us an overview of what TV and online viewers will see this summer,

and how this process relates to your previous graphics work.

**Stan Honey**

— The principal objective here is the same as a lot of the ancestor systems that we did; The hockey puck in '96, the yellow first-down line (football) in '98.

Basically, the objective is to

take things about a sporting event that are really important in order to understand the event, but that are hard or impossible to see, and make them easy to see.

behind the boats, the zone entry, which is the three boat lengths around the marks. . . All of those things are important to understand a sailing event, and are hard or impossible to see. The thing that surprised us, frankly, is that if you show the boundaries, and you also show the 100-meter lines at the same time, the analogy to a football game is so strong that even the casual sports viewer is immediately able to correctly decide who is ahead, and gauge it as a race, and that the boats are trying to get down the field. With the graphics, the fact that the sailboats are pointing in 90-degree different directions isn't nearly as confusing. Whereas, normally, without the 100-meter lines they say, "Wait a minute, this is a race? Why are the boats going to different places?" With the 100-meter lines, they sort of take that

*For the match race tactics, it's really helpful to see the trails behind the boat.*

in stride: "Oh I get it, whoever is farther downfield is ahead, just like in football."

**Lat 38** — Can you go over the various elements of information that viewers can expect to see this summer?

**Stan** — The major ones we've been doing for a year or so: to show the boundary around the course, to show the lay lines, to show the 100-meter lines — or the advantage lines; who's ahead and who's behind — to show the zone circle,



which is three boat lengths around the marks or mark boats.

We show identifications, so you can tell which boat is which, which is helpful in the helicopter view. We can hang data from each of those identification flags that shows the name of the boat, the speed of the boat, the skipper of the boat, the angle of heel, the distance from the boundary, the distance behind the leader. . . There's a lot of different numbers that could be displayed.

Obviously the elements you want to display at one time are the elements that help support the story that the commentators are telling at the time. If you just

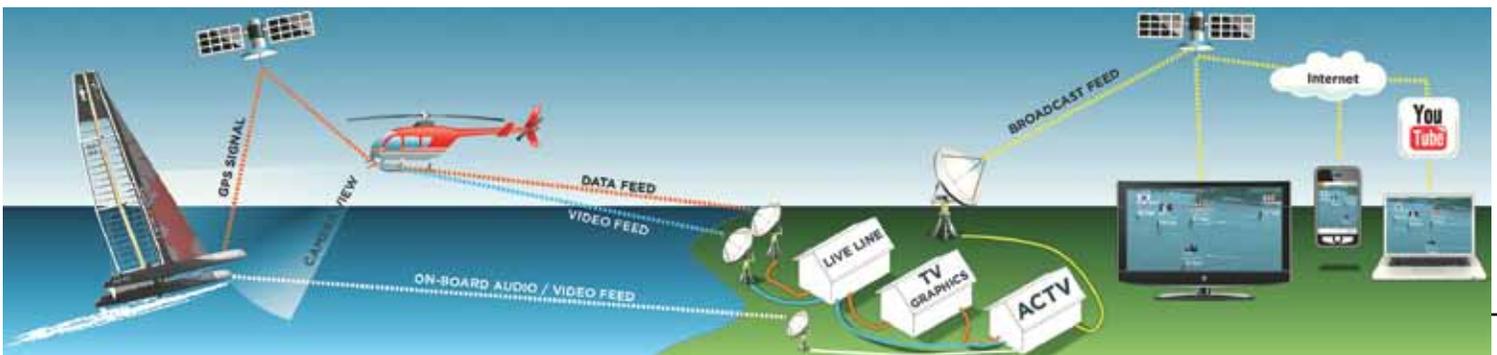


**Tech titan Stan Honey is a 3-time circumnavigator.**

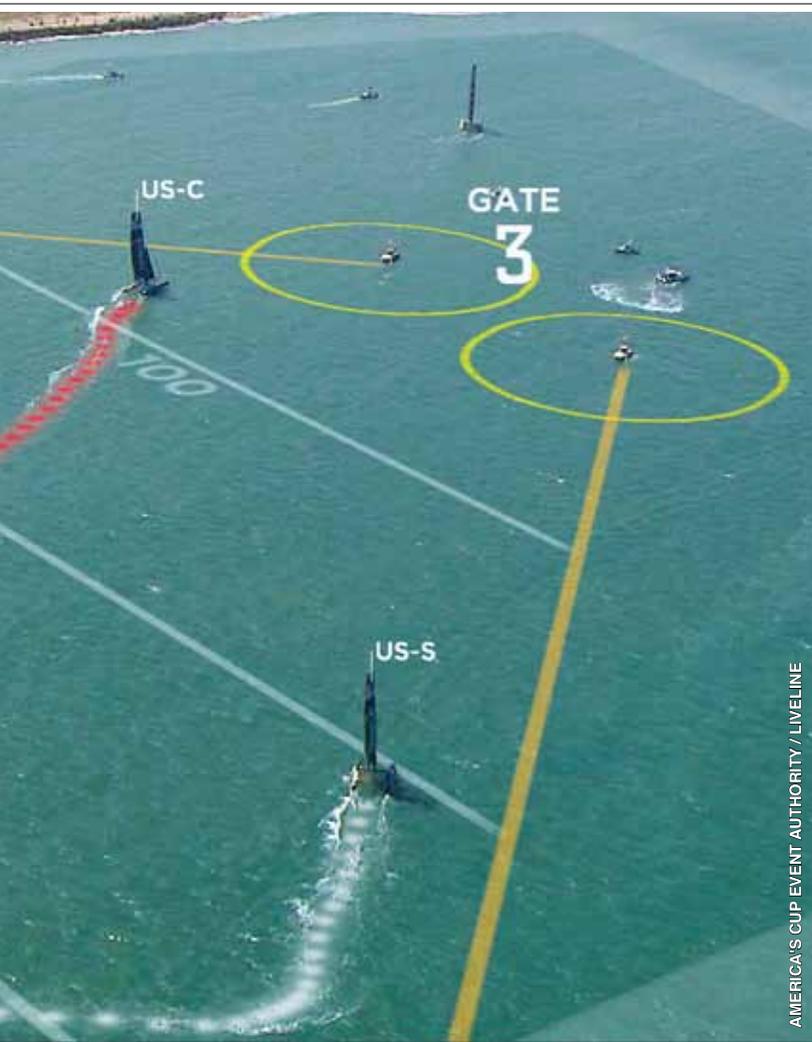
The first down line is a great example of that. The objective of most of the plays in football is to get a first down. Once the camera zooms in to where you can't see the chain gang, it's almost impossible to tell where the first-down line is.

So in sailing — it's really almost a perfect analogy — we show the boundaries, the lay lines, the 100-meter lines that show who's ahead and who's behind in terms of the tactics, the (track) trails

**The recipe for distilling down raw data into graphics overlaid on live TV is complex. But it may succeed in raising interest in the Cup.**



# STAN HONEY'S AC WIZARDRY



AMERICA'S CUP EVENT AUTHORITY / LIVELINE

**With course boundaries and 100-meter lines laid out on the 'field of play', AC racing will definitely be easier for non-sailors to understand.**

put everything up there, it's distracting.

And then, of course, we can show the tracks behind the boats. We can show the entry lines in a match race, and show the starting line and the finish line. For the match race tactics, it's really helpful to see the trails behind the boat. And that's even helpful to understand the tactics on a beat or a run. For example, John Kostecki (the Oracle Team USA tactician) figures out his pattern of tacks leading up to the weather gate really early, so he kind of gets in phase, and he never finds himself in a situation where he's just under length.

**Lat 38** — Wow! Fascinating.

**Stan** — There's a couple of new things we hope to add for the Cup, which are to show the affected wind behind the boats — where their bad air is. And we hope to show something about the current. We showed the current briefly last August, but we hope to do a little better job of that for the Louis Vuitton and the Cup.

**Lat 38** — Is the current information

picked up by the boat or relative to the boat or relative to known info in the Bay?

**Stan** — We use Tidetech model data ([tidetech.org](http://tidetech.org)).

**Lat 38** — The LiveLine video on the AC 34 website ([www.americascup.com/en/about/live-line](http://www.americascup.com/en/about/live-line)) does a good job of showing, in a simple way, the interface between the helicopters and the info coming from the boats. This looks incredibly tricky, so it's amazing that it all worked so flawlessly during the America's Cup World Series. Will it be more challenging with the accelerated speeds of the 72s, as compared to the 45s?

**Stan** — The speed of the boat doesn't really have a big impact. You might appreciate the fact

that this system is a descendant of the system we did for NASCAR, where the cars go 200 miles an hour. And in NASCAR it's actually a much tougher electromagnetic environment because you've got an overhanging metal fence, gas engines with ignition systems in every car, and 100,000 fans in the infield with all their wireless devices. So sailing, by comparison, is easier in those respects, but it's made much harder by the fact that you've got the saltwater, and the maintenance projects that result.

**Lat 38** — Can you clarify how the data gets from the race course to the on-screen view?

**Stan** — The data from both the race boats and the mark boats is sent directly to shore. The video

from every boat — two channels of HD video in the AC45s, but four channels of HD video on the AC72s — is sent directly to shore. Then the data and the video from the helicopter are sent directly to shore.

In the LiveLine system, of course, we insert graphics into the video that comes from the helicopter. So what we

*In the LiveLine system, of course, we insert graphics into the video that comes from the helicopter.*

do is take the position and the 'attitude' — the heading, pitch and roll — of the helicopter and then we take the zoom and focus of the camera, and its azimuth, pitch, and roll relative to the helicopter. Then we compute, based on the measurements of the boats, where everything should appear in every field of video. And we look at every pixel to make sure we're not drawing on top of the boat. Then we insert the graphics. And we do that in 50 fields of video per second.

**Lat 38** — Sounds intense. How big a team do you have?

**Stan** — My guys are a group of 10. A lot of them are sailors. And a lot of them I've had the pleasure to work with for up to 30 years. I've been dragging them around from project to project. Alan Trimble is a sailor. He and Tim Heidmann pioneered SailTrack in '92. Alan was head of media technology for SGI (Silicon Graphics), then he became head of technology for ESPN, and I worked with him closely when we did

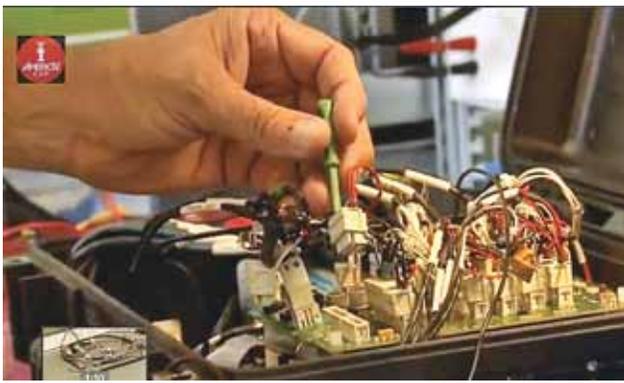
**The LiveLine team. Top row, left to right: Jim McGuffin, Stan Honey, Ken Milnes, Alan Trimble, Tim Heidmann and Graeme Winn. Bottom row: Rob Amex, Alistair Stirling Green, Jason Hays, Mark Sheffield and Dany Pavel.**



GILES MARTIN-RAGET / ACEA

# THE SCIENCE BEHIND THE MAGIC —

ALL PHOTOS ACEA / LIVELINE



*Yeah, the on board electronics that fuel Live-Line displays are a bit complicated. But a top-notch team of techies insures success.*

the yellow first-down line and K-Zone for ESPN (which illustrates the strike zone in baseball.).

During the broadcast, Alan is the operator of the system; he's listening to the comentator on headset, and he's listening to the director and producer, and he's talking to the cameramen in the helicopter, and talking to the helicopter pilot. Then he's deciding where the hell the helicopter should be, how to frame the shot, and what graphics to put on top, and obviously he's trying to do that to support the story that the commentators are telling, and the story that the director wants them to tell next. And then all the rest of us are there to

on and off the boats every day looking after the equipment, charging the batteries and keeping stuff maintained. It's to their credit that we've had the reliability that we've had, in terms of all the gear being beautifully built and water-proof, and high standard of cabling and connectors.

Sheff is a real fanatic about the quality of onboard electronics. When I did a Volvo (Ocean Race) I didn't want anyone else to wire the boat I navigated (*ABN Amro One*).

**Lat 38** — You make a point in the video that it would be great to apply this technology to other sailing events. Are there other events that might be big enough and well funded enough to use this?

**Stan** — I think technology will trickle down, and the tracking devices will get much cheaper.

The size and weight of the trackers is not a major problem. We've built 2-cm trackers for horse racing. The trackers can basically be the size and weight of a paperback book. In the case of horse racing the jockeys wore it on the back of their flak jackets.

the shoreline?

**Stan** — If you're at the venue there's going to be big screens, and the commentary will be available. In fact, for sailors we make the commentary available on marine VHF channel 20. So sailors could bring along their handheld and

*We've done everything we said we were going to, and it's all worked.*

go anywhere along the waterfront and hear the commentary, and there will be a number of big screens. And there's a terrific mobile app that runs on iPhones and iPads. So you can be standing on the beach and if the boats are nearby you can get data about the particular boat you're looking at. And if the boats are at the far end of the course you can look at a map of the whole course showing what the boats are doing, and then you can even see the video. Or you can use Virtual Eye and see a virtual view of the race.

So I think a really good way to experience the race would be on the shore with your iPad or iPhone. You'd have a lot of options between the big screens, your mobile app on the iPhone, your VHF channel 20. . .

The other thing, of course, that any regular sports fan might have an opinion about, is that the experience is different at home vs. at the event. If you're at home, and you're a real analytical viewer, that might be the better place to watch. But if you're the type that gets caught



*Above, two boats enter the starting zone. Right, you can see the tracks of their maneuvers as they perform their pre-start dance.*

be sure that Alan's system works.

**Lat 38** — It's amazing to me that it's worked so well so far.

**Stan** — That's largely to the credit of the on-the-water media guys, Mark Sheffield and Al Green, and Dany Pavel. Dany's a local San Francisco sailor and Sheff is a Whitbread and America's Cup sailor who is now an electronics engineer. Those are the guys who built the wiring looms, and built the Pelican cases to our designs; those are the guys who are



**Lat 38** — Because it's so fascinating to watch the live video on TV with all the overlays, do you run the risk of discouraging people from watching along

up in the emotion of the game, there's nothing like being at the event.

**Lat 38** — Although use of a helicopter isn't necessary for your baseball and

# STAN HONEY'S AC WIZARDRY

football graphics, we understand it is an essential element here.

**Stan** — It's absolutely essential for sailing. It's essential for some other sports too, like bicycle racing, marathons, triathlons, or road rallies. But a lot of stadium sports are primarily not produced from a helicopter camera. They're mostly produced from eight or ten or more cameras mounted on tripods.

**Lat 38** — Can we assume the ACEA is very pleased with what you've done so far?

**Stan** — I hope so. We're certainly proud that we've done it on budget and on schedule. We've done everything we said we were going to, and it's all worked. So it's made me very proud. I've had the incredible good fortune throughout my career to drag the same guys around with me, and it's a pleasure to have a really hard project to do with a bunch of guys I really like working with. That's been a real treat.

**Lat 38** — If the Cup ends up leaving



**Technician Mark Sheffield adds electronics to the stern post of an AC45. The 72s will carry four cameras, in addition to GPS transponders.**

the Bay Area, this enhanced coverage will be a hard act to follow. Seems like people will expect this level of information in future Cup competition.

**Stan** — I certainly hope so. It's been really fun for me to have affected vehicle navigation years ago, and football, where you see the yellow line, and now this. It doesn't matter so much to me which company does it. It's just cool to have made an effect that lived on. And I hope the pioneering work we've done for sail-

ing will convince other sailing events and organizing authorities of smaller events that it's possible. While they might try to convince themselves that it's too expensive, they'd be mistaken. It can be done affordably.

**Lat 38** — Let's leave it there, Stan. But we look forward to seeing more of your wizardry on screen this summer.

— **latitude/andy**

*Ed. note: Look for links to the mobile apps mentioned at the AC 34 section of [www.latitude38.com](http://www.latitude38.com).*

*The AC graphics are built on top of the graphics functionality that Stan and his team developed earlier for Sportvision. Their previous work in football and car racing earned an Emmy for that company. LiveLine, which debuted during 2011's AC World Series, was nominated for an Emmy last year.*

*Stan took breaks from his tech career to circumnavigate three times: aboard the 125-ft maxi cat Cheyenne in 2004, aboard the Volvo 60 ABN Amro One in 2005-'06, and aboard the 105-ft G-class tri Groupama 3 in 2010.*

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# THURSDAY NIGHT



*Spread: Sarah Deeds and Pete Trachy try to keep their Vanguard 15 flat. Inset: Salty sailors Mike Bishop (foreground) and Will Lowe.*

The bracing salt sea air in your face, as many adrenaline-pumping race starts and finishes as can be squeezed in before the stunning sunset, beer and prizes from the title sponsor, and the camaraderie of your competitors around the BBQ — yep, that's enough to make you forget about the traffic you battled to get to this little treasure of a sailing island in the middle of San Francisco Bay.

According to Laser sailor Nick Burke, iWindSurf predicted 14-17 knots WSW from 6-8 p.m. for the evening of Thursday, May 16 at Treasure Island. They got more like 20-25 and, unlike on previous evenings this season, the wind held until the sun set. Although Treasure Island acts as a breakwater for the Bay chop, it's too flat to slow down the wind in Clipper Cove on the east side, where the races are held. The Vanguard 15 and Laser sailors in Svendsen's Thursday Night Series got plenty wet, even if they didn't capsize, which some did two or three times.

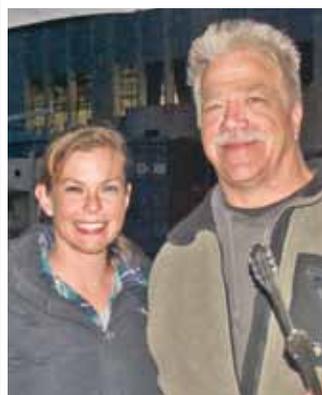
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— AT THE FUN FACTORY



# THURSDAY NIGHT



**Top row (l-r):** Rolf Kaiser and Betsy Weiler on a windward leg; this Vanguard snagged the crash boat's anchor line, then their mainsheet caught the bow cleat, tipping them over; Laser sailor Josh Goldberg finished his Junior year at Cal that morning; V15s winding up for a start; Emilio Castelli won the night in his red Laser; **Middle row:** Mike Bishop is the Thursday night co-chair; the evening's social chairs Allison Tinney and Mike Herbert had to quit racing early to get the grill started; TISC program director Chris Childers sailed with TISC instructor Philip Myerson; "I can smell the grill!"; one-man-band race committee Annie Butts; V15 fleet captain Al Sargent and crew Rachel Magnussen; **Bottom row:** a V15 start; V15s on the run; Will Lowe recovers from a capsized; maneuvering for starting position.

Lasers and Vanguard 15s have separate starts but the same once-around, windward-leeward course. The start is on the port side of the race committee RIB and the finish is on the starboard side. Sometimes one fleet is starting while the other is finishing, making it hectic and exciting for the one-person race committee. Imagine if the course had multiple laps!

Chris Childers, program director of Treasure Island Sailing Center, usu-

ally runs the races, but got to sail on a Vanguard 15 the night we were there. He's worked at TISC since December, after leaving New Jersey. "I wanted more wind," he said. "I think I found it here."

Annie Butts took over race committee duties for Childers. She came to San Francisco from Boston a year ago, where she had sailed with Courageous Sailing Center. Getting her captain's license and sailing took priority over her college career. She started working at TISC last

month as head instructor for the youth program.

A dockside safety talk delayed the start of the first race. "We try to get in seven or eight races, with two Laser races first," Butts explained. Finally, she started the "Ollie box" (Ollie Walllock Race Start Machine), which counts down the start with automatic sounds. Like livestock coming to the dinner bell,

# — AT THE FUN FACTORY



ALL PHOTOS: LATITUDE / CHRIS

the Lasers quickly took to the water. Six standard rig Lasers and 15 Vanguard 15s raced that windy night.

Once the racing started, we lost count of the capsizes. One crew fell off a V15 and another V15 turtled, poking the mast in the mud, but everyone was able to recover from these incidents without assistance. The start and finish lines are not restricted, and, as a V15 sailed past on a downwind leg, its centerboard caught the committee boat anchor line. The V15 sailors were able to get free of the rode, but their mainsheet caught the RIB's bow cleat and the Vanguard

capsized. The skipper was first dragged behind by the mainsheet, then became separated from her boat. She swam toward another V15, which scooped her up. Now there were three people on a two-person boat. The crew righted the capsized boat, but the tiller had become detached from the rudder.

After some unsuccessful attempts to pick his skipper off the other V15, he suggested that she get on the RC RIB, and he would pick her up off that. She transferred to the RIB, but he sailed away to avoid getting in the way of an imminent start. So she got on another V15 that could follow him. Eventually, the boat made it back to the dock and

retired from racing.

Thirty seconds before a V15 start, fleet captain Al Sargent's port rail got crunched by a competitor on port tack. Both boats returned to shore, and Ken Turnbull, the port-tacker, turned his boat over to Sargent so that Al could sail the final races. "We were planing on all three legs," enthused Sargent, who placed first on Thursday night and leads the series. "It's fun to get the Vanguards planing upwind."

"It was a little heavy out there for me," said the slim Josh Goldberg, who is the captain of Cal Sailing. A junior at Cal Berkeley, he grew up in Lafayette and sailed at Encinal YC in Alameda as a

# THURSDAY NIGHT

youth. "I just had my last final this morning," he said. "I'm a little too light for the full rig. It keeps you on your toes."

He would have used a Radial rig, but there were no other Radials out that night. "I went swimming twice." He said that the race two weeks before had more Lasers, including a fellow Cal team member, because they were practicing for the Elvstrom Zellerbach Regatta that was held on the Cityfront May 4-5.

Mike Bishop, the Laser fleet captain, said, "We haven't had a day like this in years. It used to be blowy like this all the time. We've had gentlemanly sailing the last few years. The suck is on!"

As the sun dipped behind Hangar #3, the little boats flew to the dock. They were hauled out, washed off, and put away. Then the sailors got as warm and dry as they could and gathered around the BBQ.

May 16 was a 'Svendsen's Super Thursday', when points count double.



"All clear!" on a Laser start.

James Morgan and Alex Jordan from Svendsen's brought the beer and some caps to hand out. They had pink hats for the ladies, then tan hats went to those who "went swimming three times." More Super Thursdays are coming in August and September. Svendsen's is also supplying charter boats to the Laser Nationals June 26-30 at Santa Cruz Yacht Club.

Besides the Thursday Night Series, TISC hosts a Tuesday Night Team Race series for the Vanguard 15 fleet.

The bracing sea spray in your hair and a beer with your buds afterward sure beats studying for finals — or sitting in traffic.

— *latitude*/chris

## TREASURE ISLAND THURSDAY NIGHT SERIES STANDINGS (as of 5/16)

Laser — 1) Peter Shope, 41 points; 2)

Emilio Castelli, 33; 3) Ryan Nelson, 30; 4) Mike Bishop, 22. (13 boats)

Complete results at [www.tilaserfleet.org](http://www.tilaserfleet.org)  
 Vanguard 15 — 1) Al Sargent & Maddy Eustis/Rachel Magnusson, 90 points; 2) Dan Altreuter & Claire Hulse, 86; 3) Rolf Kaiser/David Byron & Jordan Paxhia/Betsy Weiler, 75; 4) Sally Madsen & Adam Rothschild, 70; 5) Matthew Sessions & Avery Patton, 67; 6) Sarah Deeds & Pete Trachy, 62; 7) Ken Turnbull & Stephanie Adams/Shannon Ryan, 61; 8) David Byron & Kara Forman/Cory Schillaci, 48; 9) Chad Gray & Natasha Baker, 46. (27 boats)

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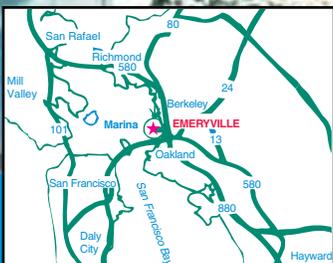
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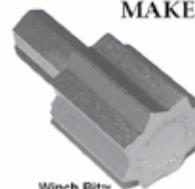
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# MAX EBB

There was no question about it, we were hard aground. And in the worst possible place: Right at the harbor entrance within sight of the yacht club. I had increased engine power in an attempt to push through the shallow spot, but it was no go. My efforts only planted the boat farther into the mud bank, and if we didn't get off soon we'd be late for the start of the race.

"Everyone forward!" shouted my foredeck crew. "Let's get the keel up a little higher! And hike out to starboard!"

He was an East Coast sailor who seemed to have a lot of experience running aground, although I wasn't sure if that was much of an endorsement of his skills.

"Don't suck mud into the cooling system!" he shouted back from the bow as I tried powering astern to back out of the mud. "In reverse," he advised, "the prop wash will make a cloud of mud around the water intake."

He was probably right, so I throttled back and shifted into forward. Meanwhile the crew tried hiking out to starboard, with three of them leaning out over the water, hanging onto the standing rigging. Then they tried hanging off the bow again, with half the crew climbing out onto the pulpit. But we were still stuck fast despite the bow-down trim.

"I'm afraid we'll be stuck here till the tide comes up," I sighed.

There was nothing to do but serve coffee and pastries and wait for the water to rise. But right after I had set up the cockpit table and put out the spread, our attention was diverted to a windsurfer sailing directly toward us.

"It's pretty early in the day for a windsurfer to be out," remarked my mainsheet trimmer. "The wind is barely 10 knots out in the Bay, and those guys usually don't get interested in sailing till it's over 20."

But even through the wetsuit and harness, we could see that it wasn't one of 'those guys' who was approaching.

It turned out to be Lee Helm filling out that wetsuit — and right now she was the last person I wanted to encounter, with us in our current state of navigational humiliation.

"Uh, we just decided to stop here for breakfast," I said as I offered her the end of a jib sheet to tie up with. "Join us?"

"Thanks, but I just had a really big meal out on the sand bar. But like, what

were all those bodies doing on the bow?"

"Trying to get the keel up," said the foredeck crew. "Bow goes down, keel comes up."

"Except you have it backwards," Lee corrected as she took the end of the jib sheet and tied it to her uphaul line. "On your boat, the center of flotation is well aft of the deepest part of the keel. So the keel goes down when you move weight forward, not up."

"Isn't the keel usually about even with the center of flotation?" asked the mainsheet trimmer. "The ballast is almost half the total weight of the boat, so the keel and the center of flotation can't be too far off."

We helped Lee climb aboard, and I noticed that she was wearing earrings, very unusual for a windsurfer, and even more unusual for Lee Helm. I also noticed that her booties were leaving muddy footprints.

"So we're not the only ones who got stuck in the mud this morning," I observed as I pointed to some dark brown streaks on the deck of her board.

"Big annual low-tide breakfast out on the sand bar," she explained. "Extra low tides are, like, good for scheduling unusual social functions."

She started to peel off her wetsuit, and it was a moment out of an old James Bond movie. She was wearing a neon blue party dress, a little crumpled and a little muddy, but very elegant. And more jewelry.

"I've sailed in a lot of thin water back east," said the foredeck crew, "and weight forward really does reduce maximum draft."

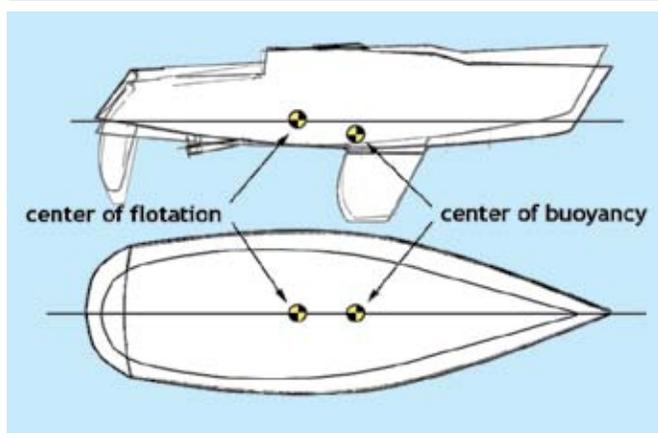
"For sure, on older boat types. If there's a long full keel on an older hull form with the maximum beam farther forward, and especially if there's, like, some drag to the keel, the deepest part of the keel will be well aft of the center of flotation. So in that case moving weight forward totally reduces draft."

"But on this boat with all the ballast," the main trimmer repeated the question, "doesn't the keel have to be right at the center of flotation?"

"Term-of-art dissonance," said Lee. "You're thinking center of buoyancy, which is the center of gravity of the displaced water. Archimedes says that the buoyancy equals the total weight of all the displaced water. And if you, like, read a little further, the buoyancy force is centered at the center of gravity of the displaced water. That's the center of buoyancy. And sure, the ballast is pretty much longitudinally in line with the center of buoyancy. Center of flotation is something else."

Nothing gives a young woman credibility on a technical subject like a damp and muddy party dress with a low neckline. At least, it seemed to hold my crew's attention, so the foredeck crew asked her to explain further.

"Center of flotation is the centroid of the waterplane," Lee lectured as if she were standing in front of a blackboard wearing a corduroy jacket with elbow patches. "The waterplane is the inter-



**A boat will trim about its center of flotation, not its center of buoyancy. On most modern boats, trimming down by the stern reduces draft.**

"Black tie dress code this year," she explained. "I sent the shoes back with one of the sailing dinghies."

It took a minute for my crew to get their minds back on our grounding problem.



**Spread:** Low tides are opportunities for unusual social gatherings in unusual places. **Inset:** Formal dress on the sand bar.

hard as ever.

"It's looking bad for getting to the start on time," I said nervously as I glanced at my watch again. "And I hate to miss this one. It's probably our last Cityfront race till the America's Cup takes over the Central Bay on weekends."

"That's going to be quite the show," noted the mainsheet trimmer. "At first I thought it was great that the rules don't let them adjust the foils for pitch control. I guess the idea was to prevent them from foiling, so the designs would be simple and quicker to optimize. But they're trying to foil anyway, so now I'm not so sure the foil control restrictions were a good idea."

"It's like a bike race where no one's allowed to touch the handlebars," quipped Lee. "It can be done, but . . ."

Meanwhile another boat, one of my competitors in the race we were trying to sail in that day, motored out of the channel. They were much closer to the opposite shore, where the water is apparently deeper.

"What else can we try?" I asked.

"The next step is to set the hook in the channel and winch ourselves off," suggested my foredeck crew. "I used to do that all the time — but that was back east where all the cruising boats tow a dinghy, so the anchors were easy to set."

We all looked at Lee, who had changed her mind about a breakfast croissant. Her windsurfer was gently bumping alongside.

"Sure, I can set the anchor for you," she said as she took another bite and then reached for her wetsuit, but then changed her mind again.

"Nah. I can totes do this without getting wet," she decided, pushing the clammy wetsuit away. She stepped back onto her sailboard, looking perfectly elegant in the neon blue party dress, and untied the mooring line.

"Pass me the anchor, I'll sail it out to where the channel is deeper."

A minute later we were lowering the small racing anchor onto her board, and carefully piling up the chain next to it. Lee pulled up her sail and slipped away on a close reach as we paid out the rode behind her.

"We have the required 150 feet of rode, thanks to the new OYRA inspections," I said. "But let's extend it with a spinnaker sheet." That added another two boat-lengths, and when Lee got to the end of the extended rode she carefully slid the chain and anchor off her board.

"Haul away!" she hailed, and we felt the anchor set hard after the slack

section of the plane of the water surface with the volume of the hull. So it's a plane, not a volume, and the centroid, which is totally the same as the center of gravity if this plane had constant thickness and mass, is called the center of flotation."

"Strange use of terminology," said the trimmer. "If it's a plane there's no actual buoyancy or flotation coming from it, so I don't see how it affects how a boat would float or trim."

"Think of it this way," explained Lee. "The weight of the boat doesn't change, so the volume of displaced water can't change when the boat trims. At least, not if you trim the boat just by moving around the weight that's already on board, which is what you were doing. That means that the amount of new hull volume going into the water forward when you trim down by the bow has to equal the volume of hull coming out of the water aft. It's a see-saw problem. The sum of every bit of waterplane area times the distance from the pivot axis on one side has to equal the sum of all the area times distance from the pivot on the

other side. And that's the same as saying that the boat trims about the center of gravity of the waterplane, which we just defined as the center of flotation."

"So then, what's wrong with trimming down by the bow to reduce draft?" asked the foredeck crew.

"Boat trims by rotating about center of flotation," said Lee, as if reading bullet points off a Powerpoint slide. "Waterplane very wide aft and very narrow forward. Center of flotation aft. Keel in front of center of flotation. Bow goes down, keel goes down. Bow goes up, keel goes up. Put weight in stern to reduce keel draft."

"Don't just sit there, let's try it!" I commanded after the implications of this simple logic had finally sunk in.

The crew all scrambled to one corner of the stern, hanging on the stern pulpit and one of the running backstays. The boat heeled and the stern went down. I put the engine in forward and revved it up again, noting the cloud of underwater mud streaming out behind us where our wake would have been if we were moving.

**N**o luck. We were still stuck as

PHOTOS MAX EBB

# MAX EBB

pulled out of the chain.

"You have it too easy here on the left coast," said the foredeck crew. "This Bay mud will hold any anchor like glue. Back east we have sand, gravel, rocks, weeds, you name it."

We led the rode through a bow chock and then to a primary cockpit winch and started to grind in. The bow rotated to line up with the pull, and we felt motion. We cheered. The winch pulled harder, and the rope stretched tight. But we only got about half a boat length for all our efforts. Lee was sailing around our stern, having avoided getting any more Bay water or mud on her dress.

"One last trick," said the foredeck crew. "Do you have another anchor on board?"

"There's the big cruising anchor down in the bottom of the cockpit locker," I said. "Do you think it would make a difference?"

"Depends on how we use it," he replied. "I'll free up a spinnaker halyard while you get the anchor ready."

The strategy was clear: We would use the big anchor and the spinnaker halyard to heel the boat over, while the small anchor would be enough to pull the boat forward if we could heel enough to get the keel off the bottom.

We called Lee alongside, lowered the second anchor and chain onto her

*". . . it was a moment out of an old James Bond movie."*

board, but this time the other spinnaker sheet was used to extend the spinnaker halyard at the anchor end. Lee set a course to a position abeam and a little ahead before dropping the tackle.

This time we got some action. The halyard was tensioned, the boat heeled way over, and the boat suddenly slid forward as fast as the people tending

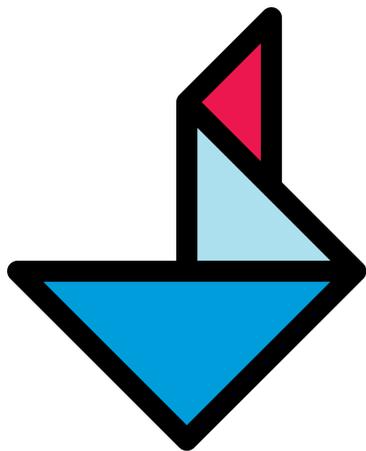
the first anchor could tail in the rode. After moving two more lengths forward we were free, back in deeper water, and Lee untied the spinnaker sheet from the anchor rode. This gave us back our halyard and spinnaker gear but she had to keep the end of the anchor rode on her board so as not to lose the anchor.

Picking up the small racing anchor was easy, but the big cruising anchor was still set fast in the bottom in water much too shallow for us to reach on an even keel. And Lee was left holding the anchor rode, with nothing available to buoy it. She couldn't even sail back to us to get her wetsuit.

"Lee!" I shouted as we drifted farther away from the shoal, "We can just barely make our start time. Would you mind?"

We never did get to see the neon blue party dress after Lee finished pulling up my big muddy cruising anchor from her windsurfer. But the folks having breakfast out on the yacht club deck sure did, and they're still talking about it.

— max ebb



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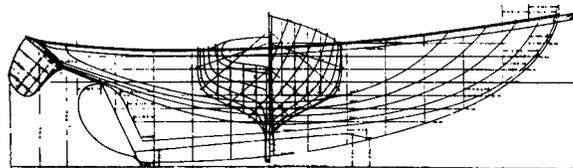
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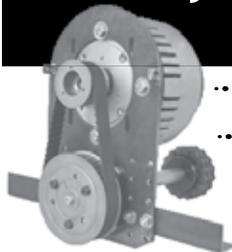
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# THE RACING

San Francisco Bay sailing has ramped up with most clubs' summer series well underway, including those of **Sequoia YC**, **Berkeley YC** and **Encinal YC**. Local singlehander rite of passage, the SSS's **Singlehanded Farallones Race**, took racers for a sporty ride around the Rockpile. SFYC's **Elite Keel** fleets strutted their stuff on a windy weekend, while StFYC's **Aldo Alessio** sent racers out to Bonita and then the buoys. Farther afield, the **Lexus Newport to Ensenada Race** was an affair to remember. **Race Notes** recaps everything we missed (well, almost)!

## SSS Singlehanded Farallones

The Singlehanded Sailing Society has been holding one of its signature events, the Singlehanded Farallones Race, since 1977. A rite of passage for aspiring solo racers, it regularly draws more than 50 boats. But this year's event on May 18 saw only 40 entrants and 32 starters.

Perhaps racers are still cautious after last year's fatal accident during the Crewed Farallones Race, or maybe they're leery of the new random post-race inspections — even though the new NorCal ORC requirements are based on previous SSS rules. Of course it's quite likely that the forecast for the day — 20+ knots gusting to 30 and short-period seas higher than 10 feet — may have convinced some entrants to stay home.

Remodeling at Golden Gate YC forced the race committee to move the start to St. Francis YC this year, but a paperwork snafu forced an hour-long postponement while the resourceful race committee set up to start the race from the parking lot between the two clubs.

The forecast proved accurate, and it was a wet and lumpy ride out to Southeast Farallon, where most boats sensibly gave the island a wide berth. With the

corrected out for the multihull win. The first monohull back was *Void Star*, James Murphy's Santa Cruz 40, but the win went to Dan Benjamin on the *Wyliecat 30 Whirlwind*.

The race committee might have faced a long night waiting in cars in the parking lot for the 7 a.m. deadline, but fortunately the conditions made for a relatively quick race, with the last of 23 finishers crossing the line before 9 p.m.

— max crittenden

## SSS SINGLEHANDED FARALLONES RACE (5/18)

OVERALL MONOHULL — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **The Bar-Ba-Loot**, Moore 24, Andrew Hamilton; 3) **Nancy**, Wyliecat 30, Pat Broderick; 4) **Tule Fog**, Express 27, Steve Carroll; 5) **Starbuck**, Black Soo, Stephen Buckingham. (29 boats)

OVERALL MULTIHULL — 1) **Humdinger**, Walter Greene 35, Lawrence Olsen; 2) **Rainbow**, Crowther 10m, Cliff Shaw. (3 boats)

Complete results at [www.sfbaysss.org](http://www.sfbaysss.org)

## SFYC Elite Keel

San Francisco Yacht Club's Elite Keel Regatta on May 18-19 saw 66 boats sail in nine classes for the annual one-design classic on the Berkeley Circle.



The mellow conditions created ultra-close racing with tight mark roundings, near-photo finishes and a minimum of carnage.

Sunday was a slightly different story. With a forecast for even lighter breeze than Saturday's, many boats opted to leave one crew on the dock to sail lighter in the predicted light-air conditions. But by the time the first race started, the breeze was already up into the mid-teens, creating a slightly more pronounced sea state than the previous day's flat water.

Racers scrambled to change rig settings and switch to smaller, flatter headsails as the breeze continued to build. By the second race, the breeze had built solidly into the 20s with puffs approaching 30.

With many boats sailing one body light, there were some spectacular wipe-outs in the powered-up Melges 24s and 20s as boats rounded up repeatedly and were at risk of being t-boned by their pursuers. The symmetrical spinnaker boats such as Etchells and Express 27s saw some seriously gnarly kite wraps that forced a couple of DNFs as boats slowly limped downwind under just a mainsail.

In the end though, the carnage was



**'The Bar-Ba-Loot'** scooted around the Rockpile to take second in the Singlehanded Farallones.

wind on the beam gusting over 30 for the return, very few skippers tried to fly a spinnaker.

Larry Olsen's Walter Greene 35 *Humdinger* was the first finisher and

Saturday's forecast of 20-25 knots of breeze with higher gusts moderated before the start to a mellow 10-15 knots under clear, sunny skies. Owing to the light breeze and mild flood tide, the sea state was almost perfectly flat; even the Melges and Open 5.70 crews stayed dry!

MAX CRITTENDEN



'Boudicca' leads 'Revenge From Mars' and 'Destiny' through the SFYC Elite Keel course.

PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US

kept to a minimum, the RC got off all five races, and crews came back to the dock visibly sunburned. What more could you ask for?

— ronnie simpson

#### ELITE KEEL REGATTA (5/18-19)

**MELGES 24** — 1) **Wilco**, Douglas Wilhelm, 5 points; 2) **Nothing Ventured**, Duane Yoslov, 16; 3) **Relentless**, David Joyner, 18. (8 boats)

**MELGES 20** — 1) **Funner**, Sid Gorham, 9 points; 2) **Makaira**, Skip Shapiro, 13; 3) **Kuai**, Daniel Thielman, 16. (5 boats)

**ETCHELLS** — 1) **USA 1404**, Jim Cunningham, 9 points; 2) **AARP**, Myron Erickson, 14; 3) **Albondigita**, Blaine Pedlow, 18. (5 boats)

**EXPRESS 27** — 1) **Dianne**, Steve Katzman, 11 points; 2) **Peaches**, John Rivlin, 15; 3) **Motorcycle Irene**, Zachery Anderson, 16. (10 boats)

**IOD** — 1) **Xarifa**, Paul Manning, 8 points; 2) **One Hundred**, Paul Zupan, 13; 3) **Fjaer**, Richard & Mark Pearce, 14. (4 boats)

**J/24** — 1) **TMC Racing**, Michael Whitfield, 5 points; 2) **Downtown Uproar**, Darren Cumming, 11; 3) **Rail to Rail**, Richard Jepsen, 20. (5 boats)

**KNARR** — 1) **Adelante**, Don Nazzal, 12 points; 2) **Three Boys & a Girl**, Phillip Perkins, 21; 3) **Svenkist**, Sean Svendsen, 25. (17 boats)

**OPEN 5.70** — 1) **Boaty**, Ben & CJ Anderson, 14 points; 2) **Boudicca**, Cathy Moyer, 16; 3) **Frol-ic**, Marc Finot, 19. (8 boats)

**F-18** — 1) **Kaos vs. Control**, Charles Froeb, 10 points; 2) **Water Bison**, Alexander Van Brunt, 13; 3) **High Wire**, Phillip Meredith, 16. (4 boats)

Complete results at [www.sfyf.org](http://www.sfyf.org)

#### Sequoia YC Summer Series #2

The racing continued at Sequoia YC with the second of five races in the Summer Series on May 11. The weather was nearly perfect for the 12 starters — not a cloud in the sky and a promise of temperatures that make you happy to be out on the water. With good wind predicted for the starting time and a forecast for the wind to build to the low teens coupled with a flood for the entire race time, an 8.5-mile course was selected to keep the fleet from fighting the current while the winds were still light. This would be offset by a long beat, using the moderate winds of early afternoon and careful maneuvering to lessen the impact of the current.

Starting on time with 7-knot breeze, the horn sounded and the fleet was off for a relatively short beat just after maximum flood. "The first windward leg involved several close encounters with other boats, as well as flirting with the shallows at the edge of the channel," said Mark Bettis, skipper of the J/29 *Smokin' J*.

As the first boats rounded the mark, it was clear that this was going to be a great day to fly a spinnaker. "The wind was perfect, slowly building to 15," Bettis reported. "We rounded in fourth place behind *Frequent Flyer*, *Dare Dare* and *Relentless*. Those positions held for the rest of the day."

The easy sailing soon changed as the fleet headed up for a long windward sail against the current, before enjoying a second downwind run and gybing for the finish. A great wind angle meant that most boats were able to gybe around the last mark and keep their kites up all the way to the finish. It was definitely t-shirt sailing weather.

— richard butts

#### SeqYC SUMMER SERIES #2 (5/11)

**SPINNAKER** — 1) **Frequent Flyer**, Farr 30, Stan Phillips; 2) **Relentless**, J/92, Tracy Rogers; 3) **Dare Dare**, Jeanneau 32, Nico Popp. (10 boats)

**NON-SPINNAKER** — 1) **Iowa**, Hunter 38, Rick Dalton; 2) **Linda Carol**, Catalina 320, Ray Collier. (2 boats)

Complete results at [www.sequoiayc.org](http://www.sequoiayc.org)

#### Lexus Newport to Ensenada Race

This year's Lexus Newport to Ensenada Race was one for the ages, with picture-perfect sailing conditions, an all-out assault on the course record, and a Bay Area boat claiming an overall monohull victory by the narrowest of margins. Celebrating its 66th year, the 'World's Largest International Yacht Race' (based on number of entries) saw nearly 200 boats take to the April 26 start of the annual 126-mile long run down the Southern California and Baja coast.

And what a run it was!

Consistent west to northwesterly breeze pushed most of the fleet from start to finish, a rarity in this race, allowing Howard Enloe's ORMA 60 trimaran *Loe Real* to become just the second boat in

**For more racing news, subscribe to 'Electronic Latitude online at [www.latitude38.com](http://www.latitude38.com).**

May's racing stories included:

SH Farallones • SSS Round the Rocks

- Lexus Newport to Ensenada

- Aldo Alessio • Great Vallejo Race
- Elvstrom Zellerbach • America's Cup

- Made in Santa Cruz Race Week
- Flight of the Bulls • Beer Can Racing

- SeqYC Summer Series

- Monterey Laser Championships

- Walt Elliott Harbor Challenge

- Seattle NOOD, NWMA Multihull

- Regatta, Memorial Day Holiday

- Regatta Previews and much more!

# THE RACING



¡Ay caramba! The 193 entries in the Lexus Newport to Ensenada Race enjoyed beautiful conditions. Clockwise from top left: 'Wind Dancer' took third in PHRF D; 'It's OK!' looks better than just okay; 'Loe Real' took line honors, correcting out to third; Tom Akin's Richmond-based R/P 52 'Meanie' clinched first in the Maxi class; taking bow watch on the first in class Catalina 27 'Carpe Doman'; the PHRF G start; living the good life on 'Parc Place'; sail on, sweet 'Peregrine Spirit'; 'Medicine Man' and 'Bad Pak' battled it out for the entire race, with 'Bad Pak' eking out the lead; 'Orange' is in the pink on the big blue.

the race's nearly 70-year history to finish before sundown.

In a yacht race steeped in Hollywood tradition and that has attracted scores of celebrities over the years, *Loe Real* is a celebrity in her own right, having appeared in the Hollywood blockbuster film *Waterworld*. Coming off a line-honors victory in the Newport-Cabo race just a month earlier, the bad-ass 60-ft tri missed the overall course record by less than 17 minutes, finishing in a lightning fast 7h, 3m, 51s. The late Steve Fossett's equally famous *Stars and Stripes* catamaran that sailed in the 1988 America's Cup will retain her record for at least another year.

Aside from the big multihulls — *Afterburner*, *Gocart* and *Loe Real* — which placed 1-2-3 in both elapsed and corrected time, the first monohull into Ensenada was the San Diego-based STP 65 *Bad Pak*, which sailed the course in just a tick under 11 hours, some four hours off the pace of Enloe's movie star trimaran.

Just 48 minutes behind *Bad Pak* was

the Richmond-based R/P 52 *Meanie*. Further establishing themselves as one of the hottest offshore programs on the West Coast, skipper Tom Akin and his rockstar crew corrected out to fourth overall, and more importantly first monohull overall and first in the Maxi class. The Quantum-powered speedster claimed both the 'President of the USA' and the 'President of Mexico' trophies.

"We had great breeze the whole time and just sort of rumbled down the course," said *Meanie* navigator Skip McCormack. "It was pretty straightforward from a navigational perspective — we just pointed the bow down rhumbline and made the boat go fast. We've had our ups and downs, but this is a real high point for the program. We've worked out the bugs and the boat is just working phenomenally. I'm so happy for Tom and for the whole team. We can't wait for TransPac."

*Meanie's* overall triumph was anything but easy as Bob Lane's modified Andrews 63 *Medicine Man* fought them tooth and

nailed to the finish, losing out on the overall and class win by just 1m, 45s.

*Meanie* trimmer Paul Allen describes the epic battle that raged unchecked from start to finish: "We were really close to *Medicine Man* after the start and set the kite just boatlengths behind. Both boats were smoking down the course but eventually we split. *Medicine Man* went inshore toward San Diego while we rhumbled it and sailed just outside the Coronado Islands. The extra miles that *Medicine Man* sailed allowed us to pass them and they couldn't pass us back until we were approaching Ensenada. They came in at a hotter angle and finally rolled over the top of us a couple of hours from the finish. With their more reachy angle and higher boat speed, they put some distance on us, but couldn't correct out over us and we managed to eke out a close win."

Epic close racing and breeze-on Champagne sailing conditions are exactly



PHOTOS LESLIE RICHTER / WWW.ROCKSKIPPER.COM

what the doctor ordered after the tragedy in last year's edition when *Aegean* ran into the Coronado Islands, resulting in the death of all four crew onboard.

— ronnie simpson

Results at [www.newporttoensanada.com](http://www.newporttoensanada.com)

### StFYC Aldo Alessio Regatta

St. Francis YC's Aldo Alessio Regatta was once a very popular event that has since seen participation dwindle to last year's all-time low, when it was cancelled due to a lack of entries. Undoubtedly, last spring's *Low Speed Chase* tragedy put a damper on ocean racing for quite a while, but Regatta Chair Pete McCormick says the tide has changed.

"We decided to move the event to May 17-19 from its normal August date because of the America's Cup," McCormick explains. "We'll most likely move it back to late August next year to bring in more out-of-town boats who would like a warm-up for the Big Boat Series. We might even turn IRC into PHRF or even have both divisions."

As it was, 33 boats in three divisions enjoyed great sailing conditions on the

Bay over the weekend. Friday's IRC-only race sent eight boats out to Pt. Bonita in 15-25 knots of breeze on an ebb. "It was fairly bumpy outside," conceded McCormick. The entire fleet made it back to the barn in one piece and no worse for wear.

The same cannot be said for Saturday's racing. With similar conditions as the day before, all three divisions sailed three short windward-leeward races. "It was definitely more action-packed," laughed McCormick, noting an injury-free collision between the J/105s *Godot* and *Blackhawk* (the latter went on to take third) and a rudder that sheared off McCormick's ride, Donald Payan's McConaghy 38 *Whiplash*. "We were doing about 17 knots downwind and heard a big boom. The next thing we knew, we lost steerage and had a full-on 'yard sale'." The crew managed to get the spinnaker back on the boat and the flood current pushed them across the finish line . . . backward! "They gave us the finish!"

Sunday was a little more peaceful, with two longer windward-leeward races that saw the top five J/105s finish within a point of each other. And a battle in IRC allowed Gerard Sheridan's Elan 40 *Tu-*

*pelo Honey* squeak past Frank Morrow's IMX-38 *Hawkeye* in the last race to take top honors by just one point.

"We had great weather, challenging conditions, nice competition and nice parties at St. Francis," McCormick said. "I think a lot of people would agree that this is one of the better Bay Area regattas because it offers such a wide range of racing — an ocean race on Friday, three buoy races on Saturday and, normally, a Bay Tour on Sunday. The Bay Tour will definitely be back next year."

— latitude / ladonna

### StFYC ALDO ALESSIO REGATTA (5/17-19; 6r, 0t)

IRC — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 14 points; 2) **Hawkeye**, IMX-38, Frank Morrow, 15; 3) **Swiftsure II**, Schumacher 54, Sy Kleinman, 21. (9 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 16 points; 2) **Jam Session**, Adam Spiegel, 18; 3) **Blackhawk**, Scooter Simmons, 19.5. (18 boats)

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Grace Dances**, Dick Swanson, 11; 3) **Desdemona**, John Wimer, 15. (6 boats)

Complete results at [www.stfyc.com](http://www.stfyc.com)

### BYC Friday Night Series

Berkeley YC's summer beer can series is tough to beat. Strong and steady

# THE RACING



PHOTOS THIS PAGE SHARON HIND-SMITH

May 17's Berkeley Friday Night Series (left page, clockwise from top): 'Nirvana' J/105 sails to bliss; just how many sailors fit on the J/24 'Fly By Night'? All of them!; getting surreal on Paul Kamen's Merit 25 'Twilight Zone'; Megan Dwyer's Tuna 'Mad Max' killed it in Division 1.

afternoon winds on the Olympic Circle make for great sailing, while a team back at the club whips up a mouth-watering barbecue dinner. The bar sees brisk business but everyone is more interested in finding out who won.

The May 17 edition of the series offered the fleet of 11 boats in three divisions 20 knots of breeze for a lively romp around the course. "The sight of spinnakers coming home as the sun sets behind them, with the Golden Gate Bridge in the background, is one that never gets old," says fleet captain Patrick Hind-Smith.

Hind-Smith adds that normally the races attract upward of 20 entries, and that all Bay Area boats are invited to join the series. "Call ahead and we'll most likely be able to fit you on our guest dock overnight." Yup, tough to beat!

— latitude / ladonna

## BYC FRIDAY NIGHT SERIES #7 (5/17)

Division 1 — 1) **Mad Max**, Santana 22, Megan Dwyer; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Passat**, Northstar 500, Ethan Mobley. (3 boats)

Division 2 — 1) **American Standard**, Olson 25, Bob Gunion; 2) **Fly By Night**, J/24, Alex Schulnik; 3) **Upstart**, Santa Cruz 27, Richard Page. (4 boats)

Division 3 — 1) **JGPC**, J/105, Paolo Calafiura; 2) **Nirvana**, J/105, David Gross; 3) **Sea Star**, Cal 39, Bob Walden. (4 boats)

Entry forms at [www.berkeleyyc.org](http://www.berkeleyyc.org)

## EYC Spring Twilight Series

While beer can racing on the Circle can get cold and wet, sailors in Encinal YC's Spring Twilight Series are stripping down to shorts and t-shirts. Mellow breeze, warm temps and flat water make this series ideal for those looking for a smoother — but no less competitive — ride.

"In the last race on May 17, a nice evening breeze greeted the fleet," reported EYC's Margaret Fago. "Kevin Clark's Melges 24 *Smokin'* did just that, pulling off a first in Class A. Kevin Durant on the Moore 24 *Double Trouble* liked the wind, beating out their nearest competitor, Don Teakell's sistership *Tortuga*, by a minute and a half for Class C. Rodney Pimentel's Cal 28 *Osituki* and Laraine

Salmon's Merit 25 *Bewitched* jockeyed places early in the race but *Osituki*, with first-time racing friends aboard, gained enough speed to correct out first in Class D, though *Bewitched* maintained her lead in the series. Meanwhile, in Class E, Deb Fehr's Tuna *Meli'ki* and Raymond Kyle's Coronado 25 *Spray* are just one point apart for the series."

— latitude / ladonna

## EYC SPRING TWILIGHT SERIES STANDINGS (4r, 0t)

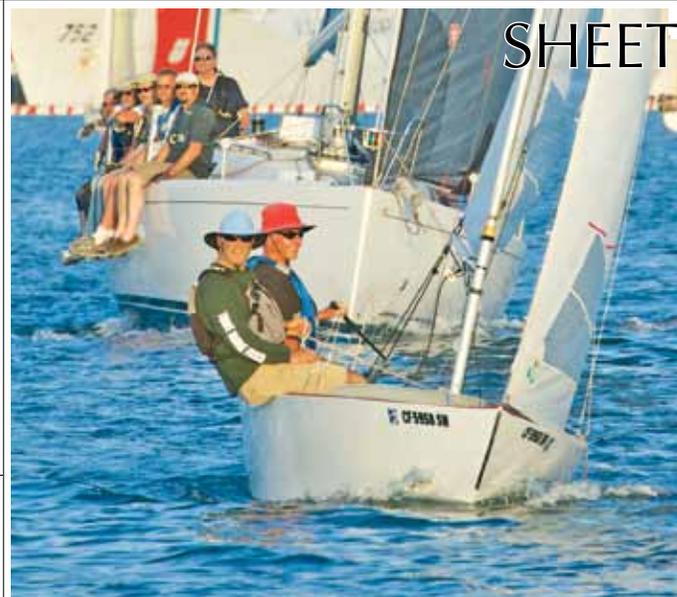
Class A — 1) **Smokin'**, Melges 24, Kevin Clark, 7 points; 2) **Twisted**, Farr 40, Tony Pohl, 11; 3) **Run Wild**, Wylie 24, Andrew Hura, 19. (10 boats)

Class C — 1) **Double Trouble**, Moore 24, Kevin Durant, 5 points; 2) **Tortuga**, Moore 24, Don Teakell, 9; 3) **Wile E Coyote**, Express 27, Dan Pruzan, 14. (8 boats)

Class D — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **My Tahoe Too!**, Capri 25, Steve Douglass, 11; 3) **Osituki**, Cal 28, Rodney Pimentel, 14. (8 boats)

Class E — 1) **Meli'ki**, Santana 22, Deb Fehr, 8 points; 2) **Spray**, Coronado 25, Raymond Kyle, 9; 3) **Sea Otter**, Freedom 30, Klaus Kutz, 16. (5 boats)

Entry forms at [www.encinal.org](http://www.encinal.org)



PHOTOS THIS PAGE FRED FAGO

### Race Notes

The top score by American sailors at ISAF Sailing World Cup Hyères in France was a fourth place in the Women's 470 class, achieved by Annie Haeger of Wisconsin and San Diego's Briana Provancha. The April 20-27 event was the final regatta of the 2012-2013 ISAF Sailing World Cup series. Record-breaking French ocean racer Franck Cammas made his debut in the Nacra 17 *Groupama*. "We didn't have the opportunity with *Groupama* to do a new Volvo Ocean Race," explained Cammas, "and the catamaran is back in the Olympic Games, so it was an opportunity to try this class." Cammas enjoyed early success in the light breeze with crew Sophie de Turckheim, but they had to retire early from the competition when de Turckheim sustained a back injury. See <http://swc.ffvoile.com>.

EYC's Coastal Cup will depart San Francisco on June 11 and 12, destined for a new finish, Marina del Rey, and a new co-host, Del Rey YC. Thirteen boats made the May 17 entry deadline.

Long Beach Race Week on June 28-

*Encinal YC's Friday Night series on May 3 offered typical Estuary sailing (right page, clockwise from top): 'Tortuga' keeps an eye on a sassy 'Audacious'; the 'Loco 2' crew are dressed for fun in the sun; lovely sailing for everyone; "Party on 'Twisted'!"; running wild on 'Run Wild'.*

30 co-hosted by Alamitos Bay YC and Long Beach YC will include the Open 5.70 North Americans, Catalina 37 Nationals, Olson 30 Nationals, Farr 40 West Coast Championship, Viper 640 Pan-American Championship Qualifier, and J/80, J/105, J/109 and J/120 Southern California High Point Series. Now that's a useful three days! See [www.lbrw.org](http://www.lbrw.org).

Although Pink Boat founder Thomas Watson has moved on, the Pink Boat Regatta will go forward, at least in Seattle. Sloop Tavern YC has taken over planning the event, to be held August 17 on Shilshole Bay. The same super-fun format will be used as in previous Pink Boat Regattas: Competitors will have three hours to round the buoys as many times as they can. The regatta will raise funds for the Breast Cancer Research Foundation. Find out all about it at [www.styc.org](http://www.styc.org).

Put in your vacation request now: Quantum Key West Race Week has been announced for January 19-24, 2014.

The Gay Games, held every four years

since 1982, will offer sailing in August, 2014, thanks to Tartan Yachts, which is building a one design fleet of 20 boats especially for the Games. "Races occur throughout the week. The event is limited to 20 teams, and registration will fill early," cautions the event's website. Cleveland, OH, is the host city, and Edgewater YC will run the sailing on Lake Erie. See [www.gg9cle.com](http://www.gg9cle.com).

Sally Barkow of Wisconsin tops the U.S. Match Racing Rankings, but Anna Tunnicliffe of Plantation, FL tops the U.S. Women's Match Racing Rankings, with Sally Barkow in second. (Huh?) San Francisco's Genny Tulloch is third on the women's list, and Nicole Breault, also of SF, has moved up to the sixth spot. The first list consists of open rankings for men and women, and Dustin Durant of Long Beach holds the third-place spot.

As soon as we upload this issue to the printer we'll be hitting the road for Made in Santa Cruz Race Week. We'll have coverage in the July issue.

— latitude / chris

# WORLD

With reports this month on **Discovering a Legendary San Francisco Schooner**, a jubilant **Contest-Winner's Tour of the British Virgins**, a **Catamaran Charter Through the Skinny Waters of Belize**, and our monthly **Charter Notes**.

## A New Life in the Pacific Northwest

A San Francisco native named *Martha* has adjusted to life in the Pacific Northwest beautifully, even at the tender age of 106.

*Martha*, a staysail schooner built in 1907, is the oldest working sailboat in Washington state. She is lovingly cared for by the Schooner Martha Foundation, which maintains her for sail training programs. She participates in a number of regattas where she is still considered one of the fastest schooners around. In 2009 and 2011 she impressively won her division and was 1st overall in the Round the County Race against many new and modern designs. She actively races in her home waters of Port Townsend Bay during the Friday night races.

Captain Robert d'Arcy, along with 1st Mate Holly and their 10-year-old daughter Mary, keep *Martha* in meticulous condition. Capt. Robert, a lifelong sailor, says "*Martha* represents the iconic American racing yacht. She was originally built to race and the foundation's goal is to teach and encourage young people to carry on these traditional skills.

This summer, anyone can book passage on *Martha*, regardless of sailing experience. Cruises include daysails in the Port Townsend area and weeklong trips in the San Juan Islands. There is still space available for a magical 13-day voyage from Canada's Gulf Islands to Desolation Sound, September 9-21. You will be part of the crew, learning how to

**Built in San Francisco the year after the Great San Francisco Earthquake, 'Martha' is still going strong and looking fine.**



MICHAEL BERMAN

hoist sails, navigate, take the helm, read the weather and enjoy galley duties. The schooner carries a maximum of six passengers, along with a core group of crew.

*Martha* is docked in Point Hudson Marina, next to Port Townsend's newly established Northwest Maritime Center. Wooden boat aficionados are drawn every fall to quaint and scenic Port Townsend for the Wooden Boat Festival where *Martha* has been a proud participant. This year, the 37th annual festival will be held September 6-8. If you are not able to visit during that time, simply walking the docks here is like being in a working museum, and *Martha's* crew is always happy to chat with passers-by and show her off. We are impressed with the spirit and friendliness of these Northwest sailors.

*Martha* was built in San Francisco's Stone Boat Yard for J.R. Hanify, who was commodore of the San Francisco Yacht Club. Named after his wife, *Martha's* planking is fir, with silver Bali wood on oak frames. Measuring 84 feet overall, she was originally gaff-rigged. Belowdecks, her beautiful Honduran mahogany interior is a testament to the fine craftsmanship of her era. One of *Martha's* more well known owners was James Cagney, who sailed her from 1934-43. Wherever she sails, she is still known as the San Francisco Yacht Club's flagship.

Future plans for *Martha* include some offshore youth sail training voyages down the West Coast, with a stop in San Francisco, her birthplace, for the Master Mariners Regatta, and to visit several West Coast Maritime Museums.

There are still some berths available for *Martha's* summer sailings, so if you like the idea of touring Northwest waters aboard this historical beauty, contact her booking agents at Puget Sound Express: (360) 385-5288 or [pugetsoundexpress.com](http://pugetsoundexpress.com). Learn more about this historic vessel at her website: [schoonermartha.org](http://schoonermartha.org).

— Lynn Ringseis



INSESTS BERNARD PORTET  
SPREAD LATITUDE / ANDY

## How Sailing the Summer Sailstice Turned Golden

Never won anything before? Think it can't happen to you? That was certainly Bernard Portet's story — until last year. That's when he once again signed up for Summer Sailstice, and ended up winning a \$5,000 gift certificate from Footloose Charters in the British Virgin Islands.

"It was a total surprise, and a totally amazing trip!" says Portet, a winemaker homeported in Napa. Though the prize was awarded soon after the 2012 Summer Sailstice, Portet just recently 'cashed in', spending April 6-14 aboard a Footloose 44.3 bareboat with his son-in-law Jason Anglin and longtime friend Dr. Joe Pramuk.

Portet had sailed the Caribbean before, so he had a tentative itinerary in mind. Mixing and matching with Footloose's suggestions, the trio's 'grand tour' of the BVIs included stops at Peter Island, Norman Island, Soper's Hole, Jost Van Dyke, Little Jost Van Dyke and Marina Cay. The passage to that last destination, opposite Tortola's East End, was



particularly memorable.

"The highlight of our trip was definitely our sail upwind from Diamond Cay to Marina Cay, tacking through the narrow passages between the islands and across that spectacular bay between Guana and Great Camanoë," says Portet, who has sailed for more than 50 of his 69 years, and has done several previous charters. "The day started very gray, with intermittent showers, but as we tacked close to Monkey Point, the sun broke through, the skies turned blue, and the water turned from gray to all shades of blue and green. It was just gorgeous."

A good portion of his appreciation also goes to Footloose, which is based in Roadtown, Tortola, and offers crewed or bareboats from 32 to 51 feet, including catamarans. "The Footloose people could not have been more friendly or helpful," Portet says. "They were right there with a clean, ready boat, provisioning suggestions, charts, itineraries — the whole package."

Portet first participated in Summer Sailstice a few years ago. "I thought the

***Warm turquoise water, a sweet-sailing sloop, and the camaraderie of wonderful shipmates — what a great way to build lasting memories.***

idea of a congenial celebration of the arrival of summer was a good excuse to go out sailing and spend a weekend having fun," he says. "The wind always seems to be great on that day, too."

Portet and friends will once again be out for this year's Sailstice on June 22, sailing San Francisco Bay aboard his CYC-based Beneteau 361, *Obelix*. He'll undoubtedly share a story or two about last year's big win; reflect upon yes-it-really-can-happen-to-anyone . . . and probably wonder, just a little, if "lucky lightning" can strike twice.

— john rise

### **At Play in the Shallows of Belize**

My wife and I bareboat chartered in the British Virgin Islands about 10 years ago and liked that area, except there were too many boats and too much poop in the water at the anchorages. So this year we chose Belize as our bareboat charter

destination because we wanted to snorkel with no crowds. Also, our guests were all new to sailing.

I booked the *Toucan*, a 2002 Leopard 45 catamaran, for seven nights with TMM on Ambergris Cay.

The TMM booking staff was very courteous, and made connecting flight and hotel reservations for our group of eight. I also liked their reservation and skipper-qualifying processes. There were no undisclosed costs or surprises.

Upon arrival, two days before the charter, we checked in with the TMM office, and received a two-hour chart briefing and suggestions on where to provision. The next day we bought provisions and milled with the crowd in San Pedro on Easter Sunday.

We were glad to get aboard the boat on Monday morning and get away from the crowd. In general, the condition of the boat was good, but there were some typical charter boat problems. Some of the instruments didn't work properly, including the SOG (speed over ground), but I had brought my handheld Garmin

# WORLD

GPS — always a good idea. Also, our gas can coupler fitting was incompatible with the outboard. Solution per the TMM manager: Cut off the coupler and put the hose directly in the gas tank. No problem.

The paper charts provided were copied out of Freya Rausher's *Cruising Guide to Belize and Mexico*, which I already had. Navigating inside the barrier reef of Belize is almost all by line of sight and compass bearing, but it is nice to know the SOG when anchoring and sail trimming. Again, my handheld came in handy for this.

We had 15- to 20-knot winds every day and had a great time sailing. With four large cabins and four heads, the Leopard 45 is made for comfort and not for speed. But we still sailed at over 8 knots. Sailing the big cat in the relatively flat water inside the Belize Reef was a great way to introduce novices to sailing.

By the end of the week the crew knew the names of all the lines, how to raise and lower the sails, how to anchor, and steer. The only complaint from some of the neophyte crew was the marine heads.

COURTESY DAVID HAMMER



*The "cooks," Ted and Jilla, prepare a cool libation in 'Toucan's shaded cockpit. All our guests were new to sailing and chartering.*

They did not like having to hand pump 15 to 20 times.

The cays of the northern part of Belize's barrier reef vary from pristine sandy islets to large mangrove islands. We liked Rendezvous Cay the best. It has great snorkeling, a beautiful sandy beach,

palm trees and birds. The guide book recommends St. Georges East Cay, but it no longer exists after the hurricanes of the last few years.

We snorkeled just south of where the cay was located and the water was murky with few fish. Hol Chan Marine Reserve off the southern tip of Ambergris Cay is also highly recommended. There is now a \$10 US-per-person marine park fee but our particular charter boat was not allowed within the marine reserve because it was not registered with the park.

Most of the water between the cays is between 8 and 20 feet deep. The briefer was right when he said the most important instrument on the panel is the depth gauge. Some of the channels between the reef and the cays are only 70 feet wide with 2- to 4-foot depth on either side. With such limitations, it was nice to have a boat that could turn on its axis using the twin screws.

We anchored overnight at Bluefield Range and Mapps Cay, with the hope of seeing some manatees, but the pair of

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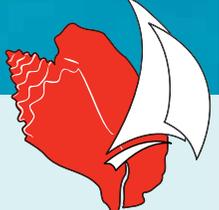




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# OF CHARTERING

manatees at Bluefield Range were hiding. We motored just outside the Manatee Marine Reserve at Swallow Cay, but there was no guide available to take us in. Motors are not allowed within the manatee reserve. So, unfortunately, we didn't see any manatees, but a dolphin joined us for some time off Mapps Cay and followed us into the mangrove channel.

Except at Cay Caulker, we only had one or two boats with us at the anchorages. We trolled for fish every chance we got, but didn't catch anything, so we bought a fresh grouper from a fisherman at English Cay for \$1.50 US per pound.

We had a great week in Belize and I would charter from TMM again. When we returned to the dock the check-out procedure was fast and simple. The TMM staff dived and inspected the hulls to make sure I had not hit anything. During the week, when I dove on the anchor, I noticed several scratches and some large nicks in the keels. Next time I will dive and inspect the hulls and indicate the nicks on the check-out sheet before

I leave the charter dock.

Sailing in Belize was fun, but I must say the snorkeling was not as good as we hoped for. I guess my wife and I became spoiled by snorkeling the Great Barrier Reef of Australia a few years ago.

— david hammer

### Charter Notes

All the hubbub over this summer's **America's Cup** activities has gotten some local sailors so excited they can hardly wait until the **Louis Vuitton** challenger series begins on July 4. Others, however, are already bemoaning the anticipated hordes of spectator boats that may clutter the Central Bay.

If you find yourself among the disdainers, no worries. The arrival of the Cup's



COURTESY DAVID HAMMER

*The serenity of uncrowded anchorages with clean, clear water makes Belize an enticing bareboat destination.*

activities could be your cue to branch out from your usual Central Bay circuit and spend time sailing in other parts of the Bay and Delta.

If you're accustomed to getting rides on friends' boats, and don't have one of your own, consider chipping in with a few

## SAN JUAN ISLANDS



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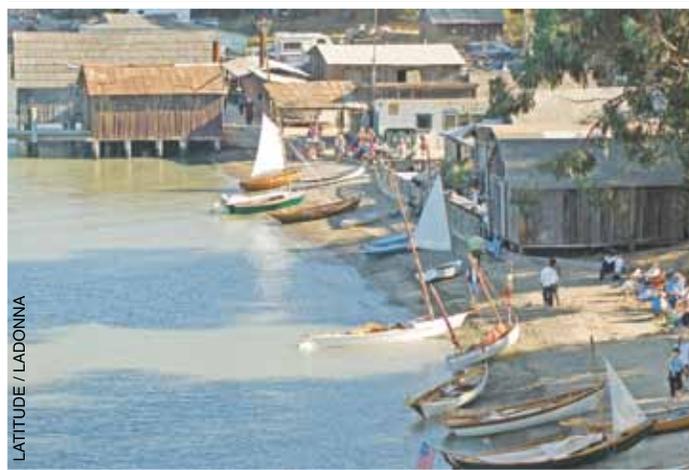
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# WORLD OF CHARTERING

friends and renting one from one of the **Bay Area's excellent sailing 'clubs'** (read schools). As you may have read in our annual roundup of charter boats in the April issue (also available online at [www.latitude38.com](http://www.latitude38.com)), there are more than 250 well-kept sailboats available for hire here — some fully equipped for **overnighting, weekending or weeklong chartering**.

Where to go? For starters, you could explore the **Oakland-Alameda Estuary**, with an overnight at a guest dock. At or near Jack London Square alone there are at least a dozen fine restaurants, plus several top-notch music venues. Follow that with another brisk daysail and an overnight on the hook at Treasure Island's **Clipper Cove** — or perhaps at a guest dock at **Berkeley Marina**, where you can take public transport up to the UC campus and enjoy a concert at the open-air Greek Theater.

Farther north in San Pablo Bay, the



*If you want to get away from the stresses of mainstream society and the America's Cup crowds, consider a trip to China Camp.*

sheltered anchorage at **China Camp** offers good holding, and gives access to the historic Chinese fishermen's village that lines the shoreline (now a state park).

As you'll read on page 98, a trip up the meandering **Petaluma River** is always fun, and the river valley's climate is generally substantially warmer than

the Central Bay. The downtown turning basin is ideally situated for bar-hopping, shopping or taking in a live music show at one of several venues.

Likewise, an overnight at Vallejo, followed by a cruise up the **Napa River** is well worth the effort. Gliding past its unspoiled wetlands, you'll feel the stress of the workaday world melting away. You can overnight at the **Napa Valley Marina** or (with permission in advance) at the **Napa Valley Yacht Club**.

From there, you can access the charms of downtown by dinghy or taxi.

And then, of course, you have the myriad cruising possibilities of the Sacramento River Delta to consider, where you could gunkhole around for months.

So if you have a 'bah humbug' attitude toward the Auld Mug, don't stress out about it. Just go sailing — far away from the cheering crowds. And if you do take our advice, we'd love to hear about your adventures. So please drop us a line.

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**BAJA HA-HA MELTING POT**

One look at the Ha-Ha XX entry roster at [www.baja-haha.com](http://www.baja-haha.com) shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there were plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they'd experienced 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 occasional updates about this year's event on **'Lectronic Latitude'**. Check it out at: [www.latitude38.com](http://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 4. 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](http://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.

## IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com).



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## IMPORTANT DATES

- Sep. 4 — Mexico-Only Crew List Party at Encinal YC, 6-9 pm. Preceded by Mexico Cruising Seminar, 4:30 - 6 pm
- Sep. 15 — Entry deadline (midnight).
- Oct. 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 26 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 27, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 27, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 28, 10 am — S.D. Harbor Ha-Ha Parade.
- Oct. 28, 11 am — Start of Leg 1
- Nov. 2, 8 am — Start of Leg 2
- Nov. 6, 7 am — Start of Leg 3
- Nov. 8 — Cabo Beach Party
- Nov. 10 — Awards presentations hosted by the Cabo Marina.
- Nov. 20, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music, & more.

See [www.baja-haha.com](http://www.baja-haha.com) for a list of additional seminars and special events held by our event sponsors.



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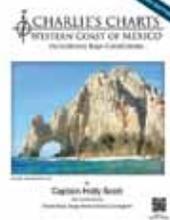
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# CHANGES

With reports this month from **Zoe** after a World ARC circumnavigation; from **The Blue Peter** about losing her rig in Antigua; from **Destiny** on sushi in Mazatlan; from **Mariah** on seven sensational months in Mexico; from **Honeymoon** on the Top Ten stops in 15,000 miles; from **'ti Profligate** on three months in the Caribbean; and a healthy serving of **Cruise Notes**.

## **Zoe — Beneteau Oceanis 461 Edward and Zoe Butt World ARC (Santa Maria)**

[Editor's note: While walking the quay in St. Barth, we spotted a stern-tied sailboat with a hailing port of Santa Maria. "Santa Maria, California?" we wondered to ourselves. Owners Edward and Zoe are indeed from Santa Maria, and had just completed the 2012-'13 World ARC. We didn't get to spend more than a few minutes with them, but they promised a review of the 15-month, 26,000-mile event. Here it is.]



**'Zoe' leaves Table Mountain and Cape Town behind.**

but they promised a review of the 15-month, 26,000-mile event. Here it is.]

We loved every aspect of the WARC, which featured 39 boats between 39 and 67 feet in length, including five catamarans. The boats hailed from 12 countries, with six from the U.S. The 200 or so participants came from 20 countries.

The WARC enabled us to accomplish a dream that we wouldn't have been able to accomplish easily otherwise. The pace was indeed fast, but that fit our current life situation.

The entry fee for the World ARC was not cheap, but we feel that we more than got our money's worth. A few of the advantages are: 1) A well-established route created by Jimmy Cornell to be at the right places at the right times of year to avoid weather problems. 2)

**Zoe and Edward, south of Madagascar in November of 2012, on the way from Reunion to South Africa. The water is cold, thus jackets.**

Organized net controllers for twice-daily contacts by SSB during passages. 3) A Yellow Brick GPS tracking device which automatically posted positions to rally headquarters and on the Internet. The latter two were helpful when Srecko and Olga Pust's U.S.-based Sweden 45 *Caio* hit something in the Indian Ocean and sank. 4) An office at each destination staffed by Rally officials to answer questions and help make arrangements for tours, hotels, and so forth, and usually at reduced rates. 5) Special no-hassle arrangements with officials for clearing in and out. Officials usually met WARC boats on a schedule at the marina or onboard. 6) Special arrangements with yacht clubs or marinas along the way so that WARC boats could be docked, moored, or anchored together. We often got two or three nights of mooring or berthing for free, as well as discounts for longer stays.

There's more. 7) A Rally associate at each location who spoke the language. This was very helpful in Brazil, for example, where the language is Portuguese and very few locals speak English. 8) Professional worldwide weather routing delivered to our boat daily. 9) A detailed Skipper's Briefing regarding each leg as well as conditions expected at the end of the passage. 10) Recommendations for repair specialists at each destination, as well as help scheduling them in advance so that they were available when the boats arrived. 11) An organized tour at each destination to get crews oriented. 12) Greetings by local officials and official greeters, the latter usually in traditional dress and with local foods and beverages. 13) Sponsored dinners at each location with entertainment by local talent. 12) Briefings by local cruisers on local conditions during 'free-sailing' period. And more.

Assuming our health holds up, we will probably do another one in a few years.

We plan to ship our boat from Florida to California this summer, so we would meet a future WARC on the Pacific side of Panama. Andrew Bishop of World Cruising Ltd said that would not be a problem. If we did join a second time, we would probably drop out of the rally in Polynesia to

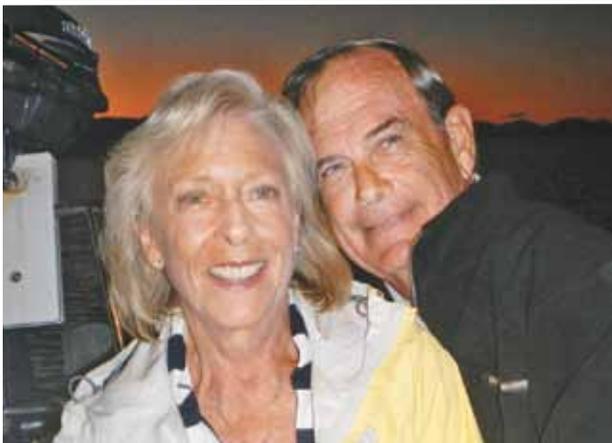


spend more time between there and New Zealand. Then we'd either pick up the WARC in Australia as it came around the following year, or maybe we'll just sign up for a half-WARC, visit New Zealand and so forth, and then sail up the Line Islands to Hawaii and back to California.

We live in Santa Maria, but we've kept *Zoe* in either Miami or Cape Canaveral since 1998. We have sailed with family and friends to the Florida Keys, the Bahamas, and the warm waters of the Caribbean. Once *Zoe* gets to the West Coast, we'll keep her in Ventura.

We're currently in Santa Barbara de Samana, Dominican Republic. There's no marina here, but there's a super anchorage off the clean and lovely little town. There are about two dozen cruising boats, but only one other one from the United States. We're bound for Provinciales, Caicos.

— ed and zoe 05/09/13



ZOE

ZOE



*'The Blue Peter' on a romp in one of the many classic regattas in the Med. Her name sounds a bit naughty, but it's actually very nautical.*

**The Blue Peter — Classic Mylne 65  
Mathew Barker  
Caribbean Season / Dismasting  
(Mougins, South of France)**

*[Shortly after the windy Antigua Classic Regatta in late April, the beautiful 65-ft classic sloop The Blue Peter, minus the top half of her mast, side-tied to the quay in St. Barth.]*

**38:** Tell us your sailing story.

**MB:** — I was born in Sheffield, England, but spent a lot of time working in London. Now I live in Mougins, which is just behind Cannes. *The Blue Peter* lives in the harbor at Cannes.

**38:** Have you owned a lot of yachts?

**MB:** I sailed dinghies a lot as a kid, but didn't have much time for sailing while I was an investment banker in The

City. After I retired from finance at age 33, I sailed quite a bit again, so I decided to buy a classic wooden yacht. I wouldn't have bought anything but wood. That was 13.5 years ago.

**38:** Did *The Blue Peter* need much work?

**MB:** She was built in 1930 from wood harvested in Thailand in 1870. And yes, I undertook the challenge of a three-year restoration at two yards in Tuscany. They did fantastic work, particularly Cantiere dell'Argentario. I've been racing *The Blue Peter* on the classic circuit ever since.

**38:** With a large wooden yacht, we suppose the work never ends.

**MB:** It's an ongoing challenge. Once you finish at one end it's time to start at the other. Varnish, paint, replacing bits — these older ladies always need TLC.

**38:** Tell us about your winter.

**MB:** We sailed from Cascais, Portugal to Barbados in December as part of the Panerai Classic TransAtlantic Race. It wasn't too well organized as the main sponsor didn't come on until late, so there were only 13 yachts this year. There were a few squalls, a few dull bits, but on the whole it was an amazing three-week, one-hour crossing. There were eight of us, and to do it on a classic yacht was special.

Our first Caribbean regatta was the Around Barbados Race. Barbados isn't really set up for yachting, but the organizers did it properly and it was great fun. Then we continued 100 miles to the west to cruise the Grenadines. It's incredible down there! Then we sailed 400 miles north to the British Virgins for their famous Spring Regatta. It was lovely fun, but they really didn't know what to do with a classic yacht such as mine; **Stumped!** the fleet mostly consisted of modern plastic boats. But we did win the Pursuit Race.

**38:** Then you came back down to St. Barth?

**MB:** Yes. I sailed the *Bucket* on Donald Tofias' *Wild Horses*, the only sub-100-foot boat. It was an amazing event. Five J Class yachts on the starting line at once? That's unheard of. It was good fun on super yachts.

I had a charter for the *Voiles de St. Barth* 10 days later, but when that fell through I joined *Wild Horses* again, this time as navigator. I got to sit back and tell the owner where to go. I can assure you that's much less stressful than racing your own boat.

*Who wouldn't have a smile with his morning coffee if his insurer told him the quote for his replacement mast had been approved?*



LATITUDE/RICHARD



LATITUDE/RICHARD

# CHANGES

**38:** Do you do a lot of charters?

**MB:** It's been my job for the last 10 years. I bought *The Blue Peter* with my ill-gotten gains from working in The



*The only thing Mathew misses about investment banking is the pay.*

City for 12 years, and since then my job has been running the boat.

**38:** She can't pay for herself chartering, can she?

**MB:** She actually does. She goes for \$15,000 a week for seven, and there are about 20 classic sailing events in the Med each summer. And I do most of the work on the

boat. I don't get rich, but she does pay for herself.

**38:** What kind of clients do you get?

**MB:** Every type you can imagine. *The Blue Peter* does well in classic events. We've won everything but at St. Tropez.

**38:** Do you ever miss working as an investment banker in London?

**MB:** I don't miss anything about finance but the paychecks.

**38:** Tell us about the name *The Blue Peter*.

**MB:** The Blue Peter is the P flag. In the olden days, it was the preparatory signal — 'We're going to leave, so all aboard that's coming aboard, and all ashore that's going ashore.' These days it's mainly used as preparatory signal in racing, so at the four- or five-minute gun, depending on the racing instructions, they raise the Blue Peter.

**38:** Let's return to the Caribbean.

*Charter fun! 'The Blue Peter' reaching in the classic regatta in Palma de Mallorca with the iconic cathedral in the background.*



COURTESY THE BLUE PETER

How was this year's Antigua Classic Regatta?

**MB:** As far as the sailing went, it wasn't very technical, as there was lots of reaching and not much upwind or downwind work. It's sort of a big party with sailing thrown in instead of a sailing event with a party thrown in. But it was brilliantly organized and I thoroughly enjoyed it.

Prior to the start of the Classic we had a couple of days of more competitive racing in Carlo Falcon's Mariella Challenge. When the main event rolled around, it was very windy with big, short period seas. We had a great first day, but it was very windy. I've done more than 100 regattas in the Med in the last 10 years, and we're used to sailing in 12 to 15 knots of breeze. All of the sudden, we were racing in 25 knots of wind and big, short seas.

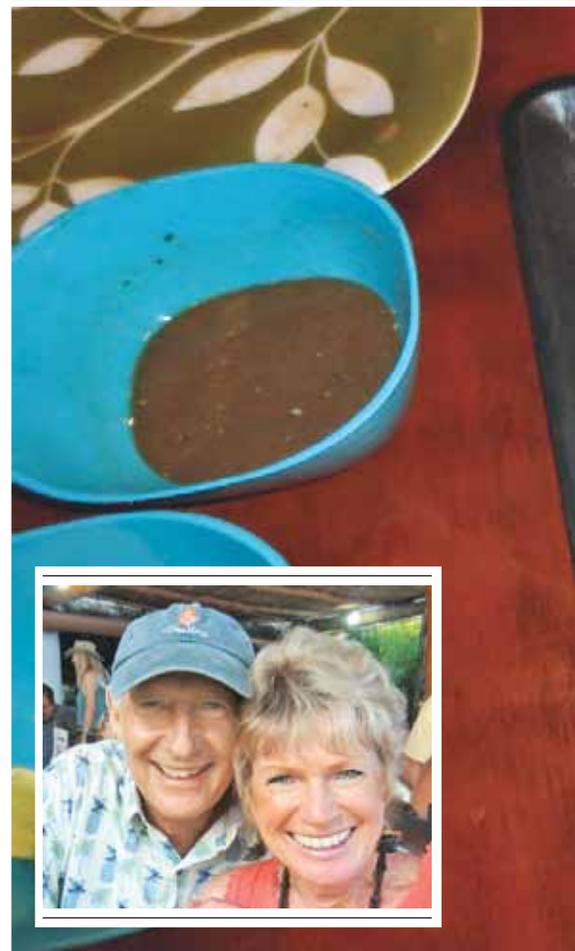
The seas weren't quite as bad the second day, as we were riding them rather than smashing into them, but just as we were about to tack for the layline to the finish, BOOM! one of the chainplates shot out of the side of the boat and the rig came down. Fortunately, nobody was hurt. I regularly check my chainplates like everybody else, but obviously some of the bolts weren't quite as strong as I thought they were. But it was blowing 28 knots, we were close-hauled, and we probably had too much sail up.

**38:** We're told there were five spars in the record 65-boat fleet that broke during that second race, but that yours was the only main mast. So we suppose you're now faced with the misery of having to work out a settlement with the insurance company and going through the hassles of getting a new mast built.

**MB:** Not at all . . . [voice trails off as a stunning woman passes by our table.] God, I love this island. Where was I? No, I think things are in good shape. After the mast came down and we got things settled on the boat, I had a few drinks. But I know the owner of Pantaenius, the big yacht insurer that also insures *The Blue Peter*. After having my few drinks, I called him at his home in Monaco on a Sunday night. "No worries," he told me, "you're covered. There won't be any problems."

**38:** Nice.

**MB:** In a matter of days, I got a quote from a spar-



maker in Villefranche, France, probably the most famous mast maker in the Med these days. The quote was quickly approved by Pantaenius.

So my plan is to motor on down to St. Thomas and put *The Blue Peter* on a ship to Genoa. Hopefully the mast will be completed before she arrives at Genoa in mid-June. At that time we will begin varnishing, putting the metal bits on, and getting the mast in the boat. But Villefranche, that's not a bad place to get stuck for a few months in the summer.

The only downside is that I'll have missed half the classic regatta season in the Med. But *The Blue Peter* should be up and running in August for the regatta in Palma, then one around Corsica, Porto Retonda in Sardinia, then up to Monaco, Villefranche, Cannes, and the final classic regatta of the season at St. Tropez.

**38:** Will we see you back in the Caribbean next winter?

**MB:** [After thinking for a minute.] I'm tempted. Very tempted.

— latitude/rs 05/05/13



DESTINY

*If you like seafood, and if seafood likes you, check out Wine and Sushi the next time you pass through Mazatlan. Inset; John and Gilly.*

**Destiny — Catalina 42  
John and Gilly Foy  
Unusual Mexican Food  
(Punta Mita / ex-Alameda)**

If anyone is looking for a good culinary reason to go cruising in Mexico this winter, one of the reasons can be found in the photo above. While getting a bottom job on *Destiny* in Mazatlan, the Foyes stopped at the Wine and Sushi Restaurant, which is located one block off the Machado Plaza in Old Town Mazatlan.

"Wine and Sushi is an all-you-can-eat place," they report. "We started off with a tempura veggie plate, then a tuna sashimi plate, followed by the plate in the accompanying photo, which consists of a scallop roll, a salmon roll, a yellowtail tuna roll and a maguro tuna roll. Not only was it all super fresh and absolutely delicious, they will keep bringing you more until you explode."

We know of places in the Caribbean where the single plate in the photo would cost over \$100. But at the Wine and

Sushi in Mazatlan, the entire all-you-can-eat meal came to \$9.09. Eat your heart out; sushi is good for you.

— *latitude/rs 05/05/13*

**Mariah — Gulf 32 Pilothouse  
Ken Painter  
Memories of Mexico  
(Seattle)**

I'm four hours south of Turtle Bay, 'Bashing' my way north to San Diego. Since I'm in near-glassy conditions, I have time to reflect on my first, but hopefully not last, cruise to Mexico.

Our family has owned *Mariah* for seven years, during which time I was continually improving her with the dream of going cruising someday. My wife and kids weren't too fond of the idea of extensive cruising, so we agreed on a six-month trip for me, where they would meet me along the way: two weeks on San Francisco Bay and doing the Delta Doo-Dah; two weeks at Catalina; for the Christmas Break in La Paz; and during Spring Break in Puerto Vallarta.

I left Seattle in July of last year,

and had old friends and new friends sign on as crew for the various legs as far south as Cabo San Lucas. Once I got to Cabo, I nervously ventured on alone to La Paz and eventually to Puerto Vallarta/Banderas Bay. I flew home twice during the cruise to work and see my family for about two months each time. When I get to San Diego, I plan to have *Mariah* trucked back to Seattle.

It's hard to summarize an incredible experience that turned out to be the realization of my lifelong dream, so I thought I'd make a Top Ten list of the highlights, which I present in chronological order.

1) Drinking Champagne while sailing under the Golden Gate Bridge, and cruising San Francisco Bay.

2) Participating in the 2012 Delta Doo-Dah, and enjoying the warmth and diversity of the Delta.

3) Cruising Catalina Island with my family and friends, with Emerald Cove and Avalon being the two favorites.

4) Participating in the 2012 Baja Ha-Ha.

5) Experiencing the terrific cruising community at Marina de La Paz and during walks on the La Paz *malecon*.

6) Exploring the bays and islands near La Paz. My favorites were exploring Balandra Bay, snorkeling with the playful sea lions at Los Islotes, and campfires on the beaches.

7) My first multi-day solo passage, from La Paz to Banderas Bay, which turned out to be a peaceful experience.

8) Surfing in and around Punta Mita, which is also a great anchorage.

*Snorkeling, swimming with the sea lions, surfing — for a Seattleite such as Ken, the tropical waters were an endless delight.*



*The sun, seldom seen in the Northwest.*



COURTESY MARIAH

# CHANGES

9) Exploring Banderas Bay, with the favorite activities being watching the breaching whales, snorkeling at the Marieta Islands, hiking to the waterfalls up the lush Yelapa Valley, and taking the bus to Sayulita.

10) Relaxing at Paradise Resort & Marina, including enjoying the many pools and hot tubs.

While my cruise was nearly perfect, it's only fair to include my negative experiences:

1) My boat was broken into and much gear was taken while she was anchored alone at Punta Mita. This was my fault, as I left her at anchor for two months. In general, Punta Mita is really a safe anchorage.

2) Stepping on a sea urchin while surfing at La Lancha and trying to remove the spines.

3) A brief bout of the engine overheating in San Diego.

Only three negatives in seven months of cruising? Not bad!

The best part of all my positive experiences was sharing them with family and new and old friends. Even while bashing home alone, I continue to meet other cruisers and share information and experiences. The cruising life is a great life, and I was lucky to be able to experience it — if only for seven months or so.

**An obviously very proud father with his daughter Maya and son Dylan on a beach at the Marieta Islands at the entrance to Banderas Bay.**



I've been reading *Latitude 38* for years while dreaming of cruising, but found that while cruising, I didn't have to read about the exploits of others because I was doing it myself. So I guess my advice to those who dream of cruising is to stop dreaming and make it happen, whether it be for months or years. It's a great way of life for those who appreciate the adventure.

— ken 05/17/03

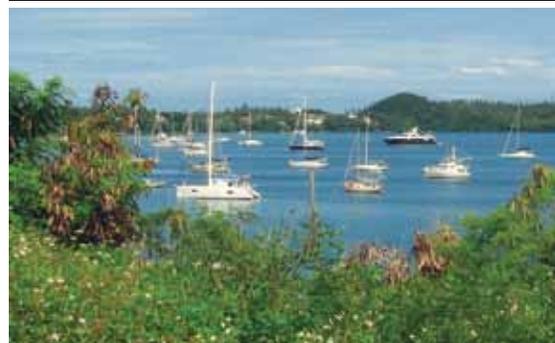
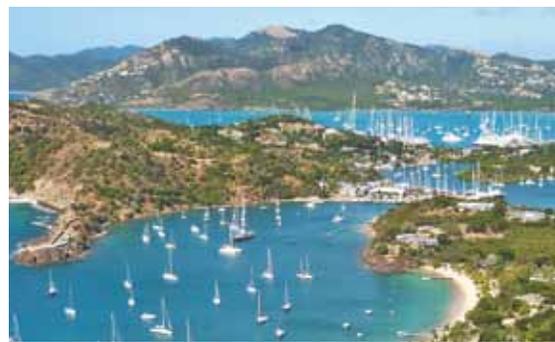
## **Honeymoon — Lagoon 380 Seth and Elizabeth Hynes Top Ten, Caribbean to Australia (Mill Valley)**

I know it's a little late, but after an 18-month, 15,500-mile cruise from Hampton Roads, Virginia, to Sydney, Australia that ended in 2010, we came up with the following Top Ten list of places that we enjoyed. Before we get to the list, I have to report that we did the impossible. After 15,000 miles of cruising, we sold our cat for more money than we'd paid for her. In fact, thanks to the currency exchange, we had two Aussies get into a bidding war over her — while we were still in the South Pacific!

Now for the list:

#10 — The British Virgin Islands, which stays in our Top Ten, but just barely. Who can deny that this is a cruiser's paradise? It's no secret, which is why the islands are swamped with mooring balls and mariners. Nonetheless, the islands remain special to us, as there are so many great places to sail to, wonderfully protected waters, safe anchorages, great snorkeling, excellent bars and restaurants, and incredible beauty. This is Britain at its best!

#9 — English Harbor, Antigua. Although bumped from sixth to ninth after we crossed the Pacific, English Harbor remains one of our favorite places. It has a perfect combination of well protected anchorages, fascinating history, great beaches, good restaurants, and more boat services than a cruiser could ever need. Nelson's Dockyard is a properly restored 18th Century fortress, and as you walk the docks you feel like a mate from an old British tall



ship — even if you have an espresso in your hand and you are surrounded by luxury yachts.

#8 — Niue is a new entry to the Top Ten, and that's quite a feat, as it is the smallest island nation in the South Pacific. But maybe that's why we loved it. With only one real town and hotel, this place epitomizes the concept of 'away from it all'. It could also be why over a dozen whales call it home and swim freely between the boats in the anchorage. At night we could hear them sounding through the hull, and we had to ask ourselves whether it would get any better. Amazingly, it did.

#7 — Another new entry, the Vava'u Group of islands in Tonga offers a wide range of reasons for being included in our Top Ten. Take its dozens of beautiful islands and throw in whale sightings, city services, limestone caves, world-class diving, and a friendly local community with a unique historical culture and you have a sure winner. Vava'u had

# IN LATITUDES



#3 — Fatu Hiva, Marquesas, French Polynesia. This island didn't seem like much until we rounded the final corner into the Bay of Virgins. Then wow! After 20 days at sea, any anchorage would seem amazing, but this place is surrounded by tiki-like rock towers that appear to magically come to life in the sun's setting shadows. It seems like an imaginary setting where fairy tales could come true, and no photos do it justice. Add an amazing waterfall hike and a wading pool, and you have our third favorite place.

#2 — Santa Cruz, Galapagos Island, Ecuador. Although the actual anchorage wasn't all that nice, the small village of Puerto Ayora does not disappoint. There were great restaurants, Internet cafes, tour agents and night clubs. The nearby Bahia Tortuga beach was perfect for both beginner and intermediate surfing, and the animals, animals, animals everywhere were simply amazing. We surprisingly fell in love with the Galapagos, and this touristy home port had it all. But watch out for the sea lions looking for a place to sleep on your boat!

#1 — Bora Bora, French Polynesia. This remains our all-time favorite spot. It would be hard for Bora Bora to live up to the hype, but somehow this small island still managed to surprise us. Despite the large number of resorts and cruisers, we magically found ourselves alone for four nights on the island's eastern coast with glorious views. One night a full moon illuminated the lagoon's shallow green waters, and during the day the views of the peak jutting out from the middle of the atoll tempted us to make the 5-hour hike to the summit. The southernmost anchorage featured water clearer than a bottle of Evian, and when we went snorkeling we had 15 sharks circling us as we fed the local stingrays. Although **Numero Uno in Seth and Elizabeth's Top Ten is the almost impossibly beautiful Bora Bora in French Polynesia. Looks delicious, no?**



**Seth and Elizabeth's Top Ten, clockwise from above: #5 Sydney. Can you imagine why sailing is popular there? #7 Vav'au, Tonga. #2 Santa Cruz Island, the Galapagos, home to many animals. #9 Historic English Harbor, Antigua. #3 Fatu Hiva, the Marquesas. #4 Barbuda and its beaches.**

it all, and kept our attention for almost a month. Do your next charter here and you won't be disappointed.

#6 — Opunahu Bay, Moorea, French Polynesia. Everyone has heard of Bora Bora, but its sister island of Moorea genuinely surprised us. Moorea's peaks soar like monoliths into the heavens, and the surrounding reef protects a beautiful anchorage with 10-20 feet of sand and crystal-clear water. Add great snorkeling, a palm-lined beach, friendly resort bars, and diving with sharks and stingrays, and you have one of our remaining favorite places. This is the postcard-perfect island of the South Pacific.

#5 — Sydney, Australia, is another new entry, but a very different one from our other favorite places. Everyone loves Australia, and it's no wonder when you see Sydney by boat. It is a world-class harbor and a world-class city, where the

people are friendly and the restaurants are fantastic. After a year on tiny islands, Sydney was exactly what we needed, and it delivered in spades. With the spectacular New Year's Eve celebration, it was the perfect place for us to finish our journey.

#4 — Barbuda. It's hard to beat French Polynesia, but tiny Barbuda in the Caribbean manages to sneak by with our #4 rating. The beach is so long — 16 miles! — that you can claim a few miles as your own private anchorage. There is only one hotel, and it's empty, so finding your own slice of heaven is easy. The water is a brilliant green, and the beach is like talcum powder but with a pink tinge. Add a frigate bird sanctuary that rivals the Galapagos Islands, and you have our fourth favorite place.



# CHANGES

similar to Moorea, the multitude of anchorages, cruiser friendly hotels, friendly locals, superb hiking and crystal-clear waters make this our favorite spot in 15,500 miles.

How did we like our Lagoon 380 after more than 15,000 miles? We liked her a lot, and would definitely consider buying another one should we ever go cruising again — although dagger boards would have been nice.

For us, the Lagoon was the right combination of comfort, price and performance — in that order. Although designed primarily for coastal cruising or local charter work, the Lagoon did well as a bluewater cruiser when following the tradewinds in the lower latitudes. If you're going cruising in the higher latitudes, where the weather gets more severe, or plan to do a lot of upwind sailing, this may not be the right boat. But the Lagoon 380 fit our needs perfectly.

— seth 05/18/13

## 'ti Profligate — Leopard 45 Cat La Gamelle — Olson 30 Random Thoughts (The Caribbean)

Having just spent three months in the Caribbean — bless our lucky hearts — we've collected some random thoughts:

— Unlike Mexico and Central America, there's lots of 'weather' in the Caribbean. It's usually blowing medium to strong, and it's never calm. Flat seas? Forget about it. If there are clear skies in **Not dumb. San Franciscans Lisa Featherstone and Giuliano Darbe spend most of their winters at St. Barth aboard their Challenger 40.**

the afternoon, there will probably be torrential squalls in the middle of the night. Among the ever-changing conditions, there is one constant — it's blessedly warm.

— It's so warm that we spent the whole time in three pairs of shorts, three short-sleeve Weekender linen shirts that we found at Budget Marine, and two pairs of sandals. We wanted for nothing else.

— When put to hard use — getting thoroughly soaked several times a day, used for walking through the surf, being used as motorcycle boots — even the best of sandals stretch and start to fall apart. It took 5200 sealant to keep the soles on our two pairs of sandals.

— We anchored out every night, and wouldn't have had it any other way. With a cat, it's as if you have a pretty large house and the water around you is your acreage. You start to feel as if you own it.

— We mostly anchored by the #3 green buoy out by Corossol, which is near one of the big boat anchorages. It was fun to get up with the sun, take a leak off the back, and see what boats were new in town.

— Our primary anchoring spot was .8 of a mile from the dinghy dock, and in previous years we'd try to get the dinghy to plane to complete the trip as quickly as possible. This year we got into the Zen of motoring at 3 knots, the speed limit that nobody observes. It was slow enough to see lots of turtles.

— During the course of the three months, we covered more than 200 miles in the dinghy, easily 20 times as many miles as we did in cars. We prefer to travel by dinghy.

— We never did downward facing dog, but when you're cruising, you do all kinds of stretching out of necessity. It's mostly involved with getting into and out of the dinghy, often while being tossed around, both at the mothership and at the dinghy dock. You're sore for the first week, but then you start feeling strong and flexible.

— Clear water — see to the bottom in 30 feet — is a wonderful thing. It should be mandatory around the world. So should 80 degree water temperatures. Write your Congressperson.

— The longer you're in the Caribbean, the more you go naked. You just do. Going naked is an effective way to get arriving char-

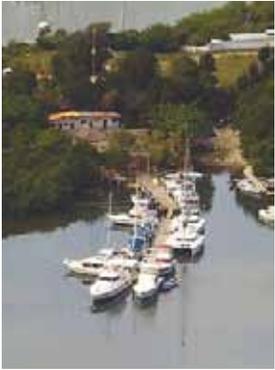


terboats to keep their distance.

— While we don't surf much any more, there is lots of great surf at St. Barth. And the quality of the surfers is outstanding. But if you want fantastic uncrowded waves that you can paddle to from your boat, the north tip of St. Kitts is the place. You always get the whole place to yourself.

— When we were younger, we wanted to go to as many places as possible, even if for only a short time. If you've never been to Nevis, we reasoned, even a day will give you an infinitely better idea of what it's like than if you only read about it. Now that we're older and have seen many of the garden spots in the world, we prefer to go to fewer places but to stay much longer. In the case of staying at a small place such as St. Barth for several months each year, you become part of the community and develop deep friendships. And you begin to understand the culture. These are all good things.

— There is nothing unpleasant about living in a place where you don't under-



**Luperon in the D.R. did not make the Top Ten.**



# IN LATITUDES



LATTITUDE/RICHARD

***When it comes to killer anchorages, it's hard to compete with Baie St. Jean in St. Barth. It's a short walk to the biggest market on the island, to the end of the runway for the airport follies, and to the village of St. Jean, and it's between the Eden Rock and Nikki Beach. Alas, it's sort of illegal.***

stand most of what people are saying.

— Readers may remember that we'd been sent some photos of *La Gamelle's* bottom and rudder, showing cracking and peeling of some the non-toxic ePaint. When we finally got to the boat in St. Kitts, we discovered that the problem wasn't widespread or terribly bad. But since they don't sell bottom paint at St. Kitts Marine Work — despite the fact that they haul 150 boats a year! — we'd had to buy our paint earlier in St. Martin. Based solely on the fact it was the only white bottom paint we could find, we bought Vivid! Experts advise you never to put one kind of bottom paint over another, but we were desperate. It worked great, as nothing grew on the bottom. The fact that we only had *La Gamelle* in the water for 2.5 months might have helped.

— How an island with as many boats as St. Barth can survive without a fuel dock is beyond us. When we needed

diesel, we had to make a 30-mile round trip to St. Martin. When we needed gas, we had to carry the 3-gallon tank on the luggage rack of our motorcycle. We felt like a jihadist driving along the curvy roads, gas sloshing all over the hot bike. Somehow we survived.

— You think fuel is expensive in California? Try \$7.50 gallon for gas in St. Barth, which isn't that much more expensive than the rest of the Caribbean. That's \$50 for a 6-gallon dinghy tank. Four-stroke outboards burn about half as much as two-strokes. Diesel is a bit less expensive.

— Almost everything about the Caribbean is different from Mexico. There are so many more boats, so many more active sailors, so many more big sailing events — and

above all, so many more young people. Sometimes Mexico can seem like a retirement home by comparison. If you go to the right places, the Caribbean pulses with life. Not that we don't like to hit our bunk before 11:30.

— The people and officials are almost universally friendly in Mexico. That is not the case in the Caribbean. There are lots of really nice people in the Caribbean, but there are too many rude and nasty ones.

— With only a few exceptions, food and drink in the Caribbean are ridiculously expensive — and not that tasty. If you're in St. Martin, try Lagoonies near Island Water World. There are some good places at Grand Case in St. Martin, too. But bring a fat wallet if you're going to eat out.

— The menu at Nikki Beach in St. Barth lists a bottle of after-dinner wine for just \$5,000. Some people don't feel satisfied unless their meal comes with a really big bill.

— We intended to do 10 singlehanded circumnavigations of St. Barth, but we ended up doing just five, two in one day. We started two other times but stopped, once for lack of wind, once because the short steep seas had us worried about the rigging, which might be 30 years old. If we'd dropped the rig on the engineless boat on the windward side of the island, the boat and we surely would have ended up in little pieces.

— The five Zen circumnavigations cumulated a two-year endeavor of buying the boat and getting her to the Caribbean. We don't expect anybody else to

***It got so quiet on the island after the season ended on May 1 that we could use the main Quay Charles de Gaulle as a sail loft.***



***Right out of the oven and still warm!***

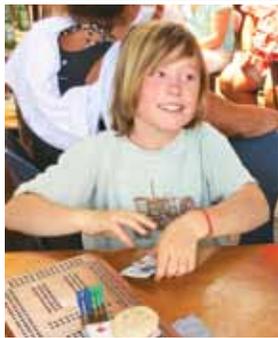


LATTITUDE/RICHARD

# CHANGES

understand it, but in our mind it's one of the coolest things we've done in our lives. The Olson is great for the lighter days in the Caribbean, and for windy days in the lee of the island. Simple sailing.

— The Caribbean season is over on



**Local card shark, Owen.**

May 1. It doesn't mean that the weather isn't still great — or that it's not even better than it is in December or January — it just means that the crowds really thin out. All the big racing events are over, so all of the Newport boats have headed back

home, and the Med boats have taken off across the Atlantic. It's quiet. For those who enjoy quiet, May can be the nicest time of year in the Caribbean. Charter rates are much lower after May 1, too.

— The low point of the three months was coming down with shingles. We were misdiagnosed by a doctor at DeBruyn Hospital, who after a three-second look assured us that we had contact dermatitis. He prescribed precisely the wrong medicine and ointment. At least the hospital visit and drugs only cost a total of \$50. After weeks of extreme discomfort, we visited Dr. Husson, who, dressed casually chic as though he were about to go out on a hot date, took one look and assured us that we had shingles. He was right. Nasty, wicked stuff. Get your shot — although it's no guarantee.

— The non-sailing high point of the three months occurred shortly after we arrived. We were walking head down along the beach at Baie St. Jean, deep in thought about a response to a let-

**Alex of San Francisco tunes up his 1957 Fender for a little post-race concert aboard 'Hotel California Too.' He giggered over and over again.**



LATITUDE/RICHARD

ter or some such thing. As we passed Tom Beach, famous for celebrities and rich people lunching and frolicking, we sensed a person moving toward us. As we absentmindedly tried to step out of their way, the person changed their path to block us. We looked up to see a stunning, tall, long-haired blonde with a fabulous athletic figure. And she was wearing a tiny black bikini. Before we could mumble "Excusez-moi!", she enthusiastically blurted out, "Richard, I've been wondering when you'd finally get here!" Then she gave us a French peck on each cheek. We were dumbfounded, because we had no idea who this gorgeous woman — who had just very publicly validated us in front of the 1%ers— was. That was partly because she was wearing this big straw hat and a pair of huge sunglasses. As we waited for her to say, "Sorry, I mistook you for someone else!" she took off her sunglasses. It was Julie Greaux! It's a long story who Julie Greaux is — a third of the names in the St. Barth phone book are Greaux — but suffice it to say, it will be a long time before anyone finds a woman who is both so beautiful, so athletic, and most important, so unpretentious. Thanks for making our day, Julie!

The Caribbean and St. Barth, so much to love.

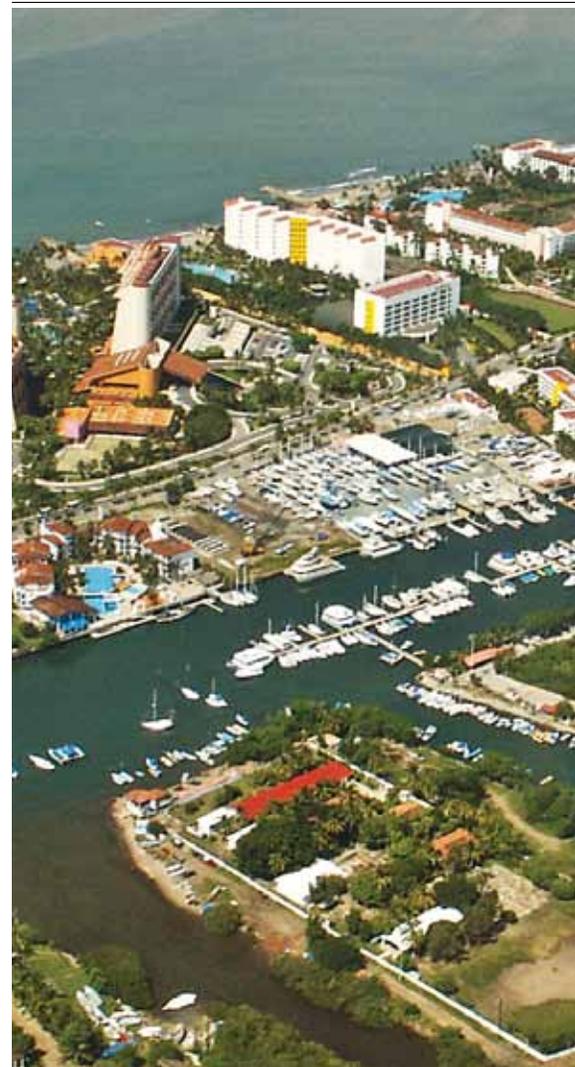
— latitude/rs 05/20/13

## Cruise Notes:

Late October will see the start of the 20th Annual **Baja Ha-Ha Cruisers' Rally** from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. Entries started being accepted in early May, and by the 20th more than 75 paid entries had been received. So it looks as though it will be another great fleet. We hope you'll join us.

The entered boats range in size from Dan Krammer's Ericson 29 **Pez Vela** to Reza Malek's Beneteau 58 **Whiskey Tango Foxtrot**. Both boats hail from Sausalito. Only four cats have signed up to date.

We're always chuffed to get repeat entries, and there are already a bunch of them. Three boats will be on their sixth Ha-Ha: Myron and Marina Eisenzimmer's San Anselmo-based Swan 44 **Mykonos**; Bill Lilly's Newport Beach-based Lagoon 470 **Moontide**; and the Hughes 45 **Capricorn Cat** that was Ha-Ha'd three times by builder and original owner Blair Grinols, and twice by current owners Wayne



Hendryx and Carol Baggerly of Brisbane. However, we think they will all be topped by the expected entry of Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion**. Assuming she enters, this will be her sixth Ha-Ha. If you think that's impressive, you also need to know that Patsy always sails the entire way. That's why she richly deserves our thinking of her as *La Reina del Mar*. Long may she reign.

The 400-slip **Marina Vallarta**, the oldest of the three major marinas on Banderas Bay, and the one closest to downtown Puerto Vallarta, has been sold. This according to Christian Mancebo, the new marina manager, who had previously been the marina manager at the **Marina Riviera Nayarit**. It's our understanding that the company that had previously owned the marina had gone bankrupt years ago, and that the marina has been owned by the banks. The banks clearly had no intention of throwing good money after bad, and over the years the marina has fallen into

# IN LATITUDES



LATITUDE/RICHARD

**Marina Vallarta proper is to the far right and also even farther to the right off the end of the photo. Inset; Marina Manager Christian Mancebo.**

considerable disrepair. It has been the subject of many complaints by tenants. In addition, many of the storefront businesses that surround the marina have failed, giving the perimeter a forlorn look. The marina's saving grace has been its proximity to the airport and downtown Puerto Vallarta, so the occupancy has been surprisingly strong.

"We have great plans for the marina," says Mancebo, "as we'll be rebuilding part of it and creating a new way of operating it." With the area just outside the marina proper booming, and the entire Vallarta area booming, it seems as though the marina is an outstanding turnaround candidate. We wish the new owner(s) luck, and believe that a much-improved Marina Vallarta will ultimately be beneficial to **Paradise Marina** and the Marina Riviera Nayarit, the other two big marinas on Banderas Bay.

While in Mill Valley, we bumped into Patrick and Read Adams, giving us a chance to ask what happened to **Varsovie**, the Swan 100 that Adams skippers, in the Voiles de St. Barth.

"The stainless headstay fitting tore like it was a piece of paper," said Patrick. "We ended up having to replace the foils and everything."

They got the job done at FKG Rigging in St. Martin, at which point they took off across the Atlantic on a three-week

passage to Palma de Mallorca. "We had gale force winds much of the way, but that's what you want with a big boat like a Swan 100," says Adams. When near the Azores, they heard an alert for three French sailors on a 30-footer boat that had apparently sunk on their transAtlantic crossing. It's not known if they were ever found.

"I read a report in

Noonsite that says cruisers can now get a visa that allows them to **stay in French Polynesia for 18 months**," writes Mark Sutton. "Is this true?"

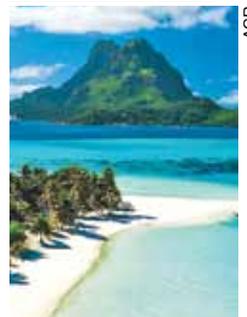
Yes and no — but no for most *Latitude* readers. That Noonsite report is going to cause a lot of confusion because the 18-month visa is **only good for citizens of the European Union**. It's *not* something that we mere Americans and Canadians can apply for — no matter how many French fries we consume.

When Americans and Canadians arrive in French Polynesia, they are normally given 90-day visas, but no extensions. Their boats can stay up to 18 months, however. After the 90 days are up, they can go out of the territory and return for another 90 (it's 90 days within a six-month period).

However, if non-EU citizens (i.e. Americans and Canadians) apply in advance at a French Embassy in their home country, they can get a **Long Stay Visa** that's good for six months in a calendar year. But it takes about *two months* for the embassy to process your application, and you cannot apply for it in French Polynesia.

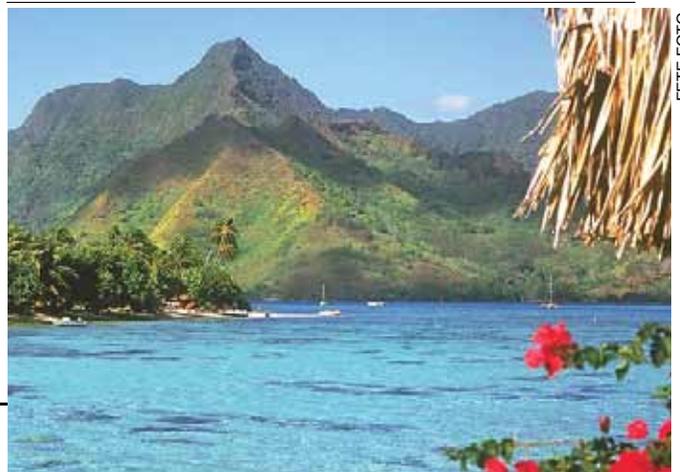
After staying for six months, you must stay out of the territory for six months. During that time it is possible to apply for a **second Long Stay Visa**, good for another six months. But again, you have to apply for it in advance of arrival, and it takes a couple of months. Again, the boat can stay for 18 months. *Latitude's* Andy 'Mr. Puddle Jump' Turpin keeps up on this stuff. For details, visit the

**When you've sailed as far as you have to in order to reach French Polynesia, it doesn't make much sense not to get a Long Stay Visa.**



ACR

**E.U. citizens can enjoy this for 18 months.**



FETE FOTO

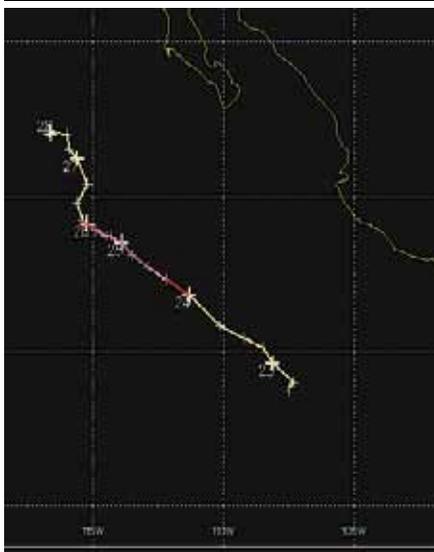
# CHANGES

*pacifcuddlejump.com* website.

Hurricane season in the **Eastern Pacific** — meaning off the Pacific Coast of Mexico — started promptly on May 15 this year when tropical storm **Alvin** made an appearance on the first day of the season. Like most hurricanes off Mexico, *Alvin* started far out to sea and continued to the northwest, not a threat to land.

The Eastern Pacific hurricane season is normally more active than the one in the Atlantic/Caribbean, as on the average there are 15 named storms, 8 of which become hurricanes, 4 of them major hurricanes. You rarely hear as much about Eastern Pacific hurricanes because most of them head out to the open ocean, unlike Atlantic/Caribbean hurricanes, most of which head toward land and population centers.

The water temperature in the equatorial Pacific is a little cooler than normal this year, which is one reason that some forecasters believe it will be a lighter than normal season in the Pacific. Let's hope! Nonetheless, some Eastern Pacific hurricanes, usually later in the season, make landfall, so if you are leaving a boat



UNISYS HURRICANES

*Last year's hurricane 'Miriam', a Category 3, was pretty typical for an Eastern Pacific hurricane, paralleling the coast but far offshore.*

in Mexico, make sure she's hurricane-ready.

"If all goes well, we'll finish crossing the ITCZ this evening," report Brian Black and Mizzy Lewis of the Green

Cove Springs, Florida-based Caliber 40 **Alegria**, "and we want to put out a thanks to Max Ebb. A long time ago we clipped an article of his called **Squalls 101**. Our having read it more carefully a second time, it gave us some clues as to whether to zig or to zag when we saw lightning in the ITCZ. It seemed to work! All is going well, although we're one of the last two or three boats to cross from Mexico this season."

"Jane and I had an easy five-day Baja Bash from Cabo San Lucas to Newport Beach," reports Craig Shaw of the Portland-based Hunter 54 **Camelot**. "It blew 26 knots apparent just before Cabo Falso, 22 knots at Cabo Falso, and only 15 knots or so shortly after that. Even though it's normal for the strongest winds of the Bash to be within just miles of Cabo, two sailboats were turning back as we rounded the Arch to leave the bay. It was a shame for them, as it turned out to be about the easiest Bash of the century. The only things that bothered us were that it was so freaking cold just before we got to Bahia Santa Maria, and having to sail through pods of huge blue

Enjoy humpbacks and calves  
in the mooring field

## Niue Yacht Club

"The Biggest Little Yacht Club in the World."



2011 SSSA award  
International Cruising Station  
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whales. I'm terrified of whales! We never had more than 15 knots of wind north of Cabo, and most of the time we had 5 to 10 from the WNW with flat seas. We used just 50 gallons of diesel motoring to Turtle Bay at 1600 rpm. As we left Turtle Bay, Passage Weather was forecasting 5 to 10 out of the south, with 15-knot westerlies farther up. That was sweet. We hope we're as lucky the rest of the way to Portland, as we have to get **Adios**, my Columbia 43, ready for another Ha-Ha this fall.

"We crossed the Ionian Sea from Ithaca in Greece to Sicily over the weekend," report Ed and Sue Kelly of the Des Moines, Iowa-based 12 Meter Catalac **Angel Louise**. "It took us 53 hours to cover the 274 nautical miles. When we arrived at Siracusa, we were surprised to share the anchorage with the 285-ft Lurssen mega motoryacht **Ace**. Someone always has a bigger boat. But we're happy to report that the view of paradise from our boat was just as nice as from a football-field-long superyacht. As big as **Ace** is, she apparently wasn't big enough for the owner, because he

also has the brand new 210-ft 'support boat' named **Garcon** that follows **Ace** around. **Garcon** carries all of the toys. Two differences between **Garcon** and our **Angel Louise** is that our cat doesn't have a helicopter pad or sleep 21 crew.

"We want people to realize that they can still get around the oceans of the world even if they have a humble boat such as ours," the Kellys continue. "We sailed our boat around the Caribbean, then across the Atlantic for a winter in London. The following summer we went to Holland, and using the canals and rivers of Germany, crossed the Continental Divide of Europe. We then proceeded down the Rhine River through Vienna, Budapest, Bratislava, Belgrade and ultimately to the Black Sea at Romania. From there it was a short trip to Istan-



*The much-traveled 'Angel Louise' looks like a tender between the mighty 285-ft 'Ace' and her 210-ft support boat 'Garcon'.*

bul. Let's see **Ace** try to do that trip! We're now on our way back to St. Katherine's Dock in London via the Aegean, Ionian and Mediterranean seas, and the Atlantic Ocean, to complete our one-year circumnavigation of Europe."

No kidding somebody always has a bigger boat. It wasn't until 2007 that the first private motoryacht over 500 feet in length was launched. Now there are four of them. Curiously, all four were built in Germany, three of them by Lurssen,

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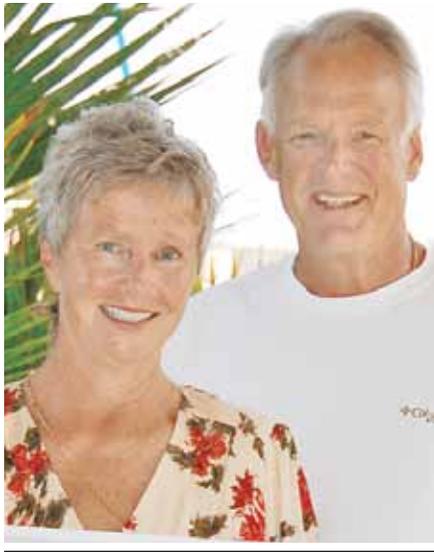
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# CHANGES

and three of them for Arab clients. The biggest is the recently launched 590-ft **Azzam** for Khalifa Bin Zayed Al Nahyan. The previously largest motoryacht was Russian oligarch Roman Obramovich's 536-ft **Eclipse**.

The largest U.S.-owned megayacht is **Rising Sun**, the 453-footer that Larry Ellison had built in 2004. She's now just the 10th largest yacht, and is owned by David Geffen, who like Ellison came from humble origins. According to legend, Geffen lied that he'd graduated from UCLA in order to get a job in the mail room at the William Morris Agency in Hollywood, and after getting the job intercepted the letter that said he hadn't graduated.

"In late April, just hours before our departure from New Zealand for Tahiti, our boat suffered a terrible accident," report Robin and Bev Collins of the Seattle-based Hylas 46 **Mersoleil**. "After getting her bottom painted, the stands collapsed, dropping the boat onto the ground and causing extensive damage. As she is unseaworthy, we will not be able to leave New Zealand this season.



LATITUDE/ANDY

**Bev and Robin of the Seattle-based Hylas 46 'Mersoleil' fortunately were not injured when their Hylas 46 fell over in a yard in New Zealand.**

Both of us were aboard when she fell, but we seem to have suffered only minor injuries. But we're going to miss Mr. Puddle Jump in Moorea!"

"I did the Puddle Jump to Hawaii for

the winter, and found the Internet very hard to access in the islands," writes Vikey Plett of the Hans Christian 38 **Inspiration at Sea**. "The best system I found is Clear ([www.clear.com](http://www.clear.com)), which allows you to pay as you go and gives you a hot spot that can be used by up to 10 computers at once. Fits in your pocket, too. They didn't take our credit cards because we're just Canadians, but the cash payment method suits me fine. I will also be among the first to get the new version of **SkyMate**, which is due to be launched now. I loved the old SkyMate for emails, blogs and weather offshore while cruising Mexico and Central America, but it didn't cover a lot of areas. But they're about to launch new satellites that should have them covering the world. And the new units will have more features. I'll give a review when we sail toward Micronesia in June."

**Luke Stimson**, an experienced 38-year-old British sailor making the passage from Japan to Hawaii with his fiancée Laura Vernon, fell overboard from his Jonetsu 38 and was lost at sea. The couple were 575 miles west of



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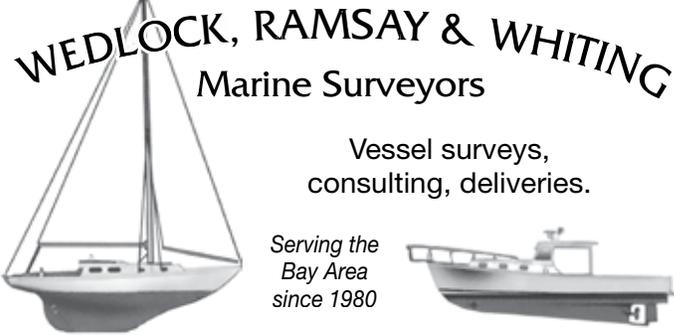
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Midway Atoll, basically in the middle of nowhere, when Stimson, conscious and wearing a PFD, went over. It was blowing 25 knots and there were six-foot seas at the time. While Vernon was able to contact rescue authorities in England, who in turn alerted the AMVER system, she's a non-sailor and was thus unable to direct the boat back to Stimson. Resources from the Coast Guard and U.S. Navy — including a Hercules aircraft, an amphibious assault ship, and two navy helicopters — conducted an intensive search but were unable to find Stimson. Vernon was eventually taken off the boat by a US Navy helicopter. There may be a lesson in here somewhere.

After 17 years working at **Marina Seca** in San Carlos, Mexico, home of perhaps the largest out-of-the-water sailboat fleet in the world, **Jesus Salas** was recently laid off. This according to John Skoriak. Although Jesus was officially the 'transport manager', Skoriak says he was really the de facto manager of the facility — which has close to 600 sailboats in dry storage. "Jesus was an absolute prince of a guy, and was very

popular with *gringos*," says Skoriak.

"We're writing from Puerto Escondido, Baja, where we are recovering from a most excellent Loreto Fest," report Jake and Sharon Howard of the Hunter Legend 45 **Jake**. "As the current **Amigo Net** manager, I'd like all cruisers to be aware that as of May 15, the Amigo Net will have switched frequencies to 6.212 USB. It makes more sense to operate on a 6-meg frequency versus the two-frequency system (8.122 and 4.149) that has been used for the last 10+ years in order to accommodate the late Don Anderson's weather reports from Oxnard. Our start time will remain at 1400 Zulu, and we still have a weather report at 14:15 Zulu."

In other radio news, Mark Schneider of the Portland-based Norseman 447 **Wendaway**, the acting manager of the **Southbound evening net**, wants to



**When in Mexico, you need to know the SSB frequency if you want to get Amigo Net weather or check in with the Southbound Net.**

remind everyone that they meet nightly and serve the cruising fleet traveling the outside of Baja, through the Sea of Cortez, south to Central America, and as far out as they can be heard in the South Pacific. "We start at 0100 Zulu, and our primary frequencies are 6.516 mHz (USB) and 4.149 mHz. I'm also trying to write a short history of the Southbound Net, so if anybody has any information, I'd appreciate hearing from them at



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# CHANGES

valiantskipper@gmail.com. My current understanding is that it was started in the mid-'90s by a Canadian cruiser and by the late '90s had as many as 100 vessels checking in."

"I saw the story from **Sea Dream** about our dinghy and outboard being stolen at San Juanico, Baja," write Eric and Caroline Stephan of **Indara**, a Norseman 447 from Gig Harbor, WA. "The night they got stolen was the first night in 13 years of sailing that we'd left them in the water! I was repairing the outboard crane and said to myself, "San Juanico is about as mellow a place as there is." So I didn't put the outboard on the boat. Did we ever pay for that bad judgment! Since so many cruisers read *Lectronic* and *Latitude*, here's a brief description: The dinghy was a grey AB 9-ft inflatable with a fiberglass floor and two dinghy wheel brackets in the stern. There were also two metal loops epoxied to the sole to hold black webbing for the gas tank, and two extra 'D' rings on the side of the port tube for a lifting strap. The outboard was a two-year-old Tohatsu 9.8 HP, painted flat black, with

attached duct tape. There are two stainless loops mounted on each side of the cover for lifting. We can be reached at [ericstephanindara@gmail.com](mailto:ericstephanindara@gmail.com)."

Forget cruiser dinghies, thieves want **big four-strokes!**

"On the night of May 15, *twelve* fishing pangas went missing from their shallow-water moorings at the San Evaristo anchorage between Loreto and La Paz," reports Wendy Cummings. News of the theft was broadcast to *pangueros* and cruisers alike throughout the day on VHF radio. That afternoon four stripped pangas were found floating in the waters of the San Jose Channel. All the gear, including outboards, was gone. The targets of recent thefts seem to be fuel-sipping big 4-stroke engines. The thieves take the boats offshore long enough to strip the boats of the outboards and gear. In a few cases, stolen pangas were discovered high, dry and stripped on mainland Mexico. In other cases, the pangas are reported to have been sunk

by the thieves.

"The following day, the San Evaristo pescadores met with authorities, including Governor Marcos Covarrubias, in La Paz. A press conference was held to let the whole country know that such thefts were on the upswing. There had been a similar theft of six pangas from the waters of La Paz in March. The thefts are devastating to the locals, as in many cases fishing is a family's sole means of support. Further, most pangas are shared by two or three families, with the fishermen trading days or shifts to make the most of the panga. The Mexican government is helping the pangueros with a credit for up to 50% of the estimated replacement cost, but some will have to wait as long as two months for new pangas to be built. Steve and Charlotte Baker of the Sonoma-based Catalina 27 **Willful Simplicity**, who are long-time supporters of the villagers of San Evaristo, are looking for those of us more fortunate to lend a hand. If you'd like to help, email Tom and Jeanne of the Seattle-based Islander Freeport 36 **Eagle**: [bigleftturn@gmail.com](mailto:bigleftturn@gmail.com).

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**26-FT BALBOA, 1974.** Martinez. \$5,500/obo. Solid B26. New main and jib 2010. Upholstery done in 2000. Many other upgrades. Email for inventory. Evinrude 9.9 2-stroke modified to 15hp. Trailer included. Contact (925) 330-0804 or [friendlypool@astound.net](mailto:friendlypool@astound.net).

**28-FT BRISTOL CHANNEL CUTTER.** 2003. San Mateo. \$149,000. Sam L Morse factory-built and -finished. All teak exterior and interior. Bronze fittings. 27hp Yanmar. MaxProp. Radar. Garmin touch-screen GPS. X-5 autopilot. EPIRB. Hot water. Refrigeration. Freehand windvane. More information at [www.leoregius.org/adventure.html](http://www.leoregius.org/adventure.html). Contact (650) 430-0731 or [adventure@leoregius.org](mailto:adventure@leoregius.org).

**28-FT WESTSAIL, 1976.** Santa Cruz. \$29,500. Full-keel cruiser. Factory-built, excellent condition. Cutter rig, tanbark sails. Solid, seaworthy classic. Slightly smaller version of Westsail 32. Universal diesel auxiliary. Very capable cruiser with tons of room. Contact (831) 222-0519 or [w28victoria@gmail.com](mailto:w28victoria@gmail.com).



**28-FT LANCER, 1985.** San Rafael. \$8,500. Great Bay sailing vessel, 8' beam, 3' draft, 2600 lb. ballast keel. Sloop design, Evinrude 9.9hp 2-stroke outboard, starts on first pull. Includes sailing extras (PFDs, etc.). As is. (415) 420-8575 or [surftruck18@sbcglobal.net](mailto:surftruck18@sbcglobal.net).

**26-FT CONTESSA, 1978.** Santa Cruz, CA. \$12,000. 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, 1974.** Alameda. \$3,500. Excellent for Bay or ocean. Good for Baja Ha-Ha. Settee model, sleeps six, stove, '95 Johnson Seamaster 9.9. Fuel tanks, genoa, needs TLC. Best offer this month takes. Call Dave for info. (408) 378-3700 or (408) 334-0233, or email [davidperry222@gmail.com](mailto:davidperry222@gmail.com).



**28-FT ALERION EXPRESS, 2002.** Sausalito. \$65,000. Hoyt boom, boom extender, custom rigging, B&G instruments, Navman GPS, North sails, Dutchman sail flaking, Yanmar diesel, MaxProp, Dripless shaft seal, BottomSider cushions. Original owner, professionally maintained, blue hull, excellent condition. (707) 479-1400 or [arabella.ae28@gmail.com](mailto:arabella.ae28@gmail.com).



**27-FT CATALINA, 1987.** Emeryville. \$5,000. Electric start, furling jib, Forest Ranger head, Sony stereo, water bladder, extra extras, clean in and out.

**CAL 2-27, 1978.** Sausalito. \$7,500. Good condition. Strong hull performs well in Bay/ocean conditions. Inboard Atomic 4 (runs great), standing headroom, enclosed head. Tiller. Autopilot. VHF, stereo, 2 batteries with charger. Spinnaker/pole. Photos available. Sausalito berth. (415) 215-7906.

**27-FT ANTRIM, 2000.** Redwood City. \$34,000. *Head Rush*. Multiple wins in YRA, Summer Sailstice, Yankee Cup, Vallejo Race, Jazz Cup. Many extras: 5 spinnakers, 3 mains, 2 jibs, carbon mast and boom. Two-axle galvanized trailer. Excellent condition. Dry sailed. Email [cwatt1100@gmail.com](mailto:cwatt1100@gmail.com).

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**25-FT YACHT** Sausalito Marina. Solid fiberglass hull. Sleeps 2. Diesel inboard engine. Big sail inventory. Many extras.

**29 TO 31 FEET**



**30-FT BIRD BOAT, 1928.** Sausalito. \$35,000. The Bird Boat story is the history of sailing on the San Francisco Bay. "Nothing sails like a Bird". Six Bird Boats are still racing on the Bay from the original 24 built between 1921 and 1945. For sale: John Alden-designed Bird Boat, *Petrel*, #8. Full maintenance just completed. Ready to sail. Diesel motor, sails, marine radio. Owned and raced by Pierre Josephs for 15 years. Want to sell to someone who will sail her in our racing season. Am selling to get funds to finish restoring the *Puffin*, #12, which I will then race. Comes with Sausalito Yacht Harbor dock plus parking permit. (415) 924-2731.

**30-FT BRISTOL 29.9, 1977.** SF. \$5,000. Beloved Herreshoff sloop. Strong, sweet sailing Bay, coastal cruiser, liveaboard. Mahogany interior. Simple, reliable systems, easy maintenance: Yanmar diesel (-100 hrs) furler, wheel, dodger frame, 2-speed STs, spares. Needs cleaning, antifouling. Estate sale. (415) 632-3415 or noahschandler@yahoo.com.



**31-FT BENETEAU 31, 2008.** Richmond Marina D-4. \$102,000. One owner, excellent condition, well maintained. New sails in 2012. Currently enlisted in Tradewinds Sailing Club. (510) 734-2314 or (510) 215-8737 or jlm-ii@sbcglobal.net.



**30-FT RAWSON, 1964.** Alameda. \$18,500/obo. 1964 restored Rawson 30 sloop. 50hp 4-107 Perkins engine, tanbark sails, Monitor windvane, huge battery bank, Balmar alternator, AIS, radar and extensive electronics. See website: <http://restoredrawson30.blogspot.com>, for details and more pictures. Contact (408) 234-5359 or carlbabb@mail.com.



**29-FT ERICSON, 1970.** Vallejo. \$4,900. Rebuilt Atomic 4 engine in excellent condition with every modification Moyer Marine offers, low hours. New fuel tanks and hoses. Excellent main, used only a few times. New canvas. New standing and running rigging. Clean original interior in good condition. Email: [svsilentsun@yahoo.com](mailto:svsilentsun@yahoo.com).



**30-FT BRISTOL CHANNEL CUTTER.** 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 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.tigress-bcc.com](http://www.tigress-bcc.com) or (650) 868-0348.



**30-FT CATALINA C30, 1984.** Bruno's Island. \$23,500. Very well maintained, varnish inside, shiny outside, hauled 5-08-13, bottom paint, boot stripe, zincs, etc., all new 2 years or less - Harken roller furler, 110 genny, carpet, dodger, wheel cover. Includes autopilot, diesel engine, wheel steering, perch seats, hot/cold pressure water, enclosed head with shower. Wind speed/direction, depth finder. Onboard battery charger. 135 genny. Double reef main with lazy jacks. Wheel cover, main-sail cover, CNG stove and oven. Shore power cord. Just replaced all filters, oil, and coolant. Fresh water boat. (408) 225-5484.



**30-FT PEARSON 303, 1984.** Vallejo. \$26,000. Quality built, excellent condition, new bottom paint 3/2013, no blisters found, roller furling, autopilot, Edson wheel, self-tailing sheet winches, Yanmar inboard engine, Harken adjustable traveler, shower, teak interior, large V-berth, new head, much more. (707) 252-7135 or [rjohnson1000@comcast.net](mailto:rjohnson1000@comcast.net).



**30-FT ERICSON, 1968.** Alameda. \$14,000. Complete carbon fiber topside, sterling LPU/inside and out, stainless everything, windlass, diesel, new 1" shaft and prop, larger tank, 10 SS ports/screens, Lewmar hatches, mast rebuilt, 2 sets sails, bronze head, holding tank, autopilot, 4 Trojan batteries, solar/wind, 16" sink, custom galley, 6' 2" headroom, new SS stove/oven and more, couldn't list it all. 95% complete. Call or email for complete list. (510) 326-4937 or [roytauer@gmail.com](mailto:roytauer@gmail.com).



**30-FT CATALINA, 1984.** Sausalito. \$19,000. Very clean. Well maintained. Universal 21hp diesel engine (rebuilt 2009), new batteries, roller furling jib, self-tailing winches, galley with 2-burner stove and oven. Updated: electrical, head, sails and cushions. Slip in Sausalito. (415) 565-9258 or [michelleraymonds@gmail.com](mailto:michelleraymonds@gmail.com).



**30-FT ERICSON 30+, 1984.** Oakland Marina, Oakland, CA. \$13,800. Great pleasure sailboat. Sleeps 6, galley and bathroom. 2-cylinder diesel Universal model M20 engine. Light fiberglass hull with maroon stripes and blue canvas. Mainsail, genoa and spinnaker included. (510) 655-5599 or [nakim@winlaw.com](mailto:nakim@winlaw.com).

**32 TO 35 FEET**



**32-FT GULF PILOTHOUSE, 1986.** Coyote Point, San Mateo. \$40,000. Great for year-round cruising. Radar, microwave, fridge, many extras. Email for photos and more info, [gulf32coyotepoint@live.com](mailto:gulf32coyotepoint@live.com).



**35-FT BRISTOL 35.5, 1978.** Berkeley. \$37,500. Beautiful, solid, well equipped Ted Hood design. Yanmar diesel, Andersen winches, radar, electric windlass, Force 10 stove, refrigeration, new thru hulls/bottom job, much more. Been to Mexico. (510) 524-9976 or (510) 847-8375 or [b\\_learly1@yahoo.com](mailto:b_learly1@yahoo.com).



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**34-FT TARTAN 34C, 1974.** Napa Valley Marina. \$29,000. Refitted for long offshore voyage using best equipment and materials: Yanmar diesel engine, Fleming wind-vane, Profurl roller furling, SLS electric windlass, Raymarine depth sounder, wind and speed instruments ALL NEW. See more at [www.tartan34c.wordpress.com](http://www.tartan34c.wordpress.com). (619) 519-4847 or [smfarinos@gmail.com](mailto:smfarinos@gmail.com).



**32-FT WESTSAIL, 1975.** Pillar Point Harbor. \$25,000. Hull #417. Original owner. Boat has new stainless steel exhaust, new prop, engine controls. 3 jibs 1 drifter, staysail, main needs replacement, needs some work on exterior. Haulout in May 2013. Lots of gear. (650) 712-1425 or (650) 303-3901.

**35-FT WAUQUIEZ PRETORIEN, 1983.** Roche Harbor Resort, San Juan Island, WA. \$79,900. Same owner for 17 years. Very light use. Only professionally maintained. Coast Guard documented. 80K in upgrades: custom oversized anchor roller, new Lidgard main/genoa, custom cabinetry, new Force 10 stove/oven broiler, full spinnaker gear, EZ-Jacks main flaking system, new Vectran halyards, rolls batteries, Balmar alternator, new Sunbrella covers, diesel heat, leather-wrapped helm, new lifelines/stanchions refrigeration, spreader lights, Garmin mapping GPS, new holding tank/plumbing, new hatch Plexiglass, new propane system, much more. Oversized fenders with custom covers. Sailandrive has all new seals and oil as of Oct 2012. Volvo MD11D 25hp diesel engine is in excellent condition and is rare fresh-water-cooled. (206) 920-7337 or [sailsmantf@gmail.com](mailto:sailsmantf@gmail.com).

**34-FT CATALINA, 1994.** Stockton Sailing Club. \$40,000/obo. Jennifer Anne - PacCup Vet. 135 and 90% self-tending jib. Freedom Inverter/charger. Universal MD35. Autohelm 4000. Tridata. SSB. EPIRB. Adler Barbour. Dodger. Open transom. Portaboat and Yamaha 5 horse. Many extras. Contact (209) 470-3889 or [glwestcott@yahoo.com](mailto:glwestcott@yahoo.com).



**34-FT EXPRESS, 1988.** Richmond Yacht Club. \$54,900. Great racer, cruising and sailing. Great sail inventory-race and cruise. Many extras. (415) 450-1113, (415) 383-1006 or [c\\_longaker@sbcglobal.net](mailto:c_longaker@sbcglobal.net).

**35-FT ERICSON, 1974.** Redwood City. \$24,000/obo. Yanmar 3, new paint, Raymarine below-deck smart pilot, new main, Force 10 3-burner stove/oven, Garmin nav 2006C, good liveaboard. Berth Redwood City. Many upgrades, good deal. Contact (650) 771-5436 or [sanbarjimmnancy@aol.com](mailto:sanbarjimmnancy@aol.com).



**35-FT WAUQUIEZ PRETORIEN, 1983.** Tiburon. \$79,500. The Pretorien is well known for strength and offshore capability. Well maintained and continually 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](mailto:bravosails@gmail.com).

**34-FT SABRE, 1987.** Alameda. \$57,500. Built in South Cosco, MA with "fierce pride." One owner, varnished interior shows fresh from factory with all new Sunbrella upholstery. Low hours on Westerbeke 27hp engine. Teak rails will be processed like new. Inflatable with motor included. Will carry some debt for home owner with equity. Four-page brochure emailed upon request or take a peek at Pier 426E, Alameda Marina. Contact (510) 339-9776 or (510) 384-4554 or [akbles@aol.com](mailto:akbles@aol.com).



**32-FT CHEROKEE CHRIS CRAFT, 1969.** Emeryville. \$5,000. She is a very unique sailboat, designed by Sparkman and Stephens, always a conversation piece. I have not taken her out in a while and have been using her as a weekend getaway. Sails and rigging are good, diesel engine is not working. If you have any questions, please ask. Get ready for America's Cup viewing in the Bay this summer! (650) 224-5313 or [conanblackwell@gmail.com](mailto:conanblackwell@gmail.com).

**33-FT TARTAN 10, 1980.** Brisbane Marina. \$13,000. New North 3DL racing main, very good 3DL racing headsails, three spinnakers, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel. Martec folding prop. New racing bottom, Blue Awlgrip topsides. Good racing history. Contact (650) 454-6950 or [mcdonaldmarine@gmail.com](mailto:mcdonaldmarine@gmail.com).



**33-FT CS (CANADIAN SAILCRAFT), 1981.** Alameda. \$24,900. Well built Canadian boat in very nice condition. Dutchman flaking, crisp clean sails, wheel steering, diesel, Force 10 propane stove, Garmin GPS Map 492 mounted at helm, Uniden UM525 VHF w/remote, recent fuel tank replacement, CD player with iPod connection, new lifelines, full size chart table, drop leaf teak table, sleeps 5. Sails the Bay comfortably and fast. PHRF 150s. Survey available from June 2012. (510) 325-4420 or [bradkerstetter@yahoo.com](mailto:bradkerstetter@yahoo.com).



**35-FT HINCKLEY PILOT YAWL, 1966.** SFYC. \$69,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnished teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8ft Avon inflatable, Honda outboard. <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or [sswan200@aol.com](mailto:sswan200@aol.com).



**32-FT CATALINA 320, 2001.** Marin Yacht Club, San Rafael, CA. \$78,000. Beautiful condition and very fully equipped. Low engine hours at 535, Forespar in-boom main furling system with full battens. Raymarine electronics including GPS, marine radio, CD stereo. (415) 699-4290 or [pdcatalina320@gmail.com](mailto:pdcatalina320@gmail.com).



**32-FT CATALINA 320, 2000.** Berkeley. \$69,000. Dodger, new mainsail, roller furling jib, good condition; well maintained within the OCSC fleet. (209) 872-0331 or [moody\\_robert@hotmail.com](mailto:moody_robert@hotmail.com).



**35-FT HUNTER LEGEND, 1990.** Marina Bay, Richmond. \$45,000. Pacific Cup veteran, full batten main, roller furling jib, Yanmar diesel, wind, depth, speed instruments, ST winches, VHF/stereo, CNG stove, spinnaker gear, dodger, open transom, sleeps 6, many spares, and extra sails. Contact (510) 235-4005 or [quixote9094@aol.com](mailto:quixote9094@aol.com).



**COLUMBIA 34 MK II, 1975.** Moss Landing. \$16,500/obo. Bill Tripp design. Former liveaboard, 6'4" headroom, new upholstery, Magma BBQ, ice box with cold plate, 3-burner stove w/oven. Perkins 4-108, older electronics, 4 sails, Harken boom. Contact (209) 681-6828 or [hinchnancy82@gmail.com](mailto:hinchnancy82@gmail.com).



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## 36 TO 39 FEET



**36-FT CHEOY LEE CLIPPER, 1979.** San Diego America's Cup Harbor. \$36,500. Bill Luder design. Custom-built ketch with Perkins 4-108 diesel engine. Roller furling genoa. Carries a Lloyd's 100 A+ rating. Yacht sleeps six, cruises four, but can be handled by one. (702) 458-1043 or begorra@cox.net.



**37-FT CREALOCK, 1979.** San Diego. \$79,000. Ready for adventure. Alajuela Yachts-built. Yanmar 40hp, 2005 install, 1650 hrs. New standing rigging 2010. Suite of North working sails (2002), 2 anchors with manual windlass, new Raymarine below-deck autopilot, generator, 240W solar, inverter, SGC SSB, LPG stove/oven, refrigerator, radar, GPS, Zodiac inflatable dinghy with 15hp outboard, uninstalled Monitor windvane included. <http://silentsun37.blogspot.com>. Contact Corley McFarland. (541) 740-0289 or silentsun37@gmail.com.



**37-FT EXPRESS, 1985.** Alameda, CA. \$87,500. *Bullet* is an excellent example of the incredible Carl Schumacher-designed Express 37. *Bullet* lived in fresh water (Chicago) for 15+ years, before coming to San Francisco in 2002 where she received a complete refit and upgrade; receiving an additional refit in preparation for the 2008 Pacific Cup, where she won her division and placed 4th overall. *Bullet* has enjoyed great success on the race course, winning many local regattas, including a 3rd in the 2012 StFYC Big Boat Series. This is a turnkey TransPac or Pacific Cup boat with a well established and competitive one-design fleet to compete against on SF Bay. [www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693](http://www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693).



**38-FT AERODYNE, 2003.** Tiburon. \$165,000. Ultimate performance cruising boat. Leisurefurl, electric halyard winch, seven Anderson SS winches, radar, TV/DVD, dodger, BBQ, retractable sprit, two spinnakers, Yanmar, SSB, Pactor, diesel heat, watermaker, new Awlgrip, windlass, liferaft. Ready for Mexico. (415) 385-3600 or hspotter@aol.com.



**37-FT HUNTER 376, 1999.** Redwood City. \$109,000. Extensive refit, extremely well equipped for a fast cruising, turnkey! Mermaid 40hp Yanmar 36hp, C90Ws, radar, 430ah, 2 SSB, autopilot, watermaker, Viking, Liferack, Liferack, PSS drippress, spare jib, full batten main, Forespar davits, separate stall shower, 2 LED HD TV's, washdown, Rule 4000gph and more!

**39-FT FREYA, 1978.** Berkeley Marina. \$78,000. Very clean, turnkey, ready for cruising. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanded, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or dalydolphin@aol.com.

**38-FT CATALINA, South Beach Harbor.** \$49,000. Hull #110, original owner. All Barient winches, including Barient 32, three-speed self-tailing. Extensive suit of racing sails, including 3/4 oz and 11/2 oz spinnakers and fully battened main with lazy jacks. Pedestal-mounted wind instruments, knotmeter, and depth sounder. 24hp Universal 3-cylinder diesel. Gori folding prop. Hydraulic backstay. All teak trim with new Sunbrella cockpit cover. Berthed at South Beach Harbor. Email [avalleaup@yahoo.com](mailto:avalleaup@yahoo.com).

**CATALINA 36 MK II, 2001.** Monterey. \$94,999. Clean and well maintained. 35hp diesel 240 hours, radar, GPS, roller furling, Dutchman flaking main, propane, refrigerator, Raymarine instruments, autopilot, dodger, windlass remote, whisker pole, PSS shaft seal, transferable Monterey slip. <http://c36forsale.com>. Contact (831) 204-2123 or erik@c36forsale.com.

**38-FT ALAJUELA, 1977.** Richland, WA. \$115,000. NEW PRICE. A double-ender exceeds Lloyds standard. Safe and comfortable. Listed in top 10 of cruising sailboats. Spacious, light cabin. Fresh water moored, no corrosion problems. For information, inventory, and pictures: [www.alajuela-yacht-northwest.com](http://www.alajuela-yacht-northwest.com). (509) 375-0224 or ed.mcclanahan1@hotmail.com.

**36-FT UNION, 1987.** Oakland Estuary. \$26,000. Perkins 4-108, Monitor vane, liferaft, dinghy, autopilot, radar, SSB, GPS, EPIRB, parachute anchor, diesel heater, inverter. Lots more. See to appreciate. Illness forces sale. Email for specs, [voilier@outlook.com](mailto:voilier@outlook.com) or (808) 557-6286.

**37-FT CREALOCK, 1979.** Monterey. \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video, [dcd987@gmail.com](mailto:dcd987@gmail.com) or (831) 234-4892.

**36-FT CHEOY LEE CLIPPER KETCH.** 1970. San Diego. \$10,000. Solid cruiser. Needs cosmetic work. Spars excellent. Working sails. Mercedes OM636 runs good, no smoke. Will eBay auction to highest on July 30 if not sold before. Email [theketchmorningstar@gmail.com](mailto:theketchmorningstar@gmail.com).

**37-FT JEANNEAU SUN ODYSSEY.** 2002. Long Beach. \$79,000. Raymarine instruments, wind, depth, autopilot, bimini, dinghy with Yamaha outboard. Volvo 29hp diesel. In boatyard for multi-season bottom paint, copolymer hull finish, and annual maintenance. Original owner. (760) 980-0204 or (808) 741-1908 or [marshallkagan@yahoo.com](mailto:marshallkagan@yahoo.com).



**36-FT CRUISING CUTTER, 1978.** Newport Beach, CA. \$29,500. A no-compromise cruising boat, designed for a couple to cruise. Fiberglass. VERY solidly built. Long cruising keel, with cutaway forefoot. Large, warm wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cutter-rigged. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long-distance liveaboard/cruising. Contact (949) 500-3440 or [nb92663@hotmail.com](mailto:nb92663@hotmail.com).



**36-FT CATALINA, 1984.** Transferable Monterey Bay Marina slip. \$49,750. In immaculate condition with extensive upgrades. Low (817) engine hours, electric toilet, new (3) battery system, upholstery, Raymarine instruments and autopilot mounted on new NavPod along with new instrument panel with new oil, tach, and temp. gauges. New O.M.C. wiring harness - new wiring throughout. Dodger, rich oiled teak interior. Must see this well maintained classic to appreciate. She is beautiful. Bob (831) 601-5177 or [bob2000@prodigy.net](mailto:bob2000@prodigy.net).

**36-FT JEANNEAU 36.2 SUN ODYSSEY.** 1998. San Rafael. \$85,000. Meticulously maintained sloop, ready for cruising or sailing the Bay. See equipment list and images online. <http://hitchcraft.net/Zingara>. Contact [miglopra@gmail.com](mailto:miglopra@gmail.com) or (415) 299-0263.

**38-FT ALAJUELA.** Ventura, CA. \$175,000. New, custom built BoatBuilder. 175K miles bluewater experience. Newly finished boat! Beautiful mahogany interior! Spruce spars, bronze hardware. NO interior veneer! For pics go to website: [www.alajuelayachts.info](http://www.alajuelayachts.info). Contact [traim69@hotmail.com](mailto:traim69@hotmail.com) or (805) 256-5110 or (805) 200-6089.

## 40 TO 50 FEET

**46-FT FARR, 1985.** Seattle. \$199,000. Original owner, frac rig, midship cockpit, Perkins 4-108, fully equipped for coastal and offshore - including radar, AIS, SSB, inverter, watermaker. Call or email for photos and specs. (360) 471-4540 or [jsprouse01@gmail.com](mailto:jsprouse01@gmail.com).



**41-FT ISLAND PACKET SP.** Cruiser Motorsailer, 2007. Alameda. \$324,900. Purchased new in 2009. Excellent condition. Great platform for viewing America's Cup racing. Large pilothouse with inside steering. Roller furling main, jib, and reacher. Also includes standard mainsail for improved performance. Lewmar electric sheet winches for main and jib. 110hp Yanmar diesel with 200 hours, burns .75 gallons/hour at 5 knots. Includes window coverings, feathering prop, bow thruster, radio, wind instruments, knotmeter, depthsounder, autopilot. (510) 366-1476 or [mountainguy@mountainguynews.com](mailto:mountainguy@mountainguynews.com).

**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. (650) 716-4548 or [leluya123@gmail.com](mailto:leluya123@gmail.com).

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**40-FT C&C AFT CABIN, 1983.** Marin. \$63,900. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. (415) 516-1299 or [cc40sailboat@aol.com](mailto:cc40sailboat@aol.com).

**50-FT FD-12, 1981.** Sea of Cortez. *Daydreamer*, an Alaska/Mexico/SoPac vet, is a 50-ft FD-12, an unsinkable, flush deck/pilothouse, cutter-rigged, medium displacement blue-water cruiser. Two staterooms forward and master stateroom aft provide excellent separation and privacy when visitors or family are onboard. The pilothouse with spacious nav station and huge galley makes for easy navigation and cooking, and pleasant watches during inclement weather. She's berthed in San Carlos, Mexico, a 4-5 hour drive south of the border, so if you have a couple of days and can get to Tucson or Phoenix, we can drive you from there to the boat one day and back the next. For details on pricing, specifications, photos and full contact info, see website or call with inquiries. [www.svdaydreamer.com](http://www.svdaydreamer.com). (928) 273-8144.

**47-FT SAMPSON KETCH.** Nearly completed, bluewater Sampson ketch, Costa Mesa. Insulated ferrocement, full keel, center cockpit, full mahogany interior, 3 staterooms, 2 heads, 2 helms, 80hp Ford Lehman, 7 sails. Contact Rod for video/inventory list. (714) 963-9282.



**47-FT CUSTOM CUTTER, 1988.** Monterey, CA. \$29,500. Professionally built ferrocement. Fully insured. Strong, stable, roomy. Serviceable systems, safety gear, good diesel. Cruise, daysail, liveaboard. Feel confident in big seas. Unique boat, ready to enjoy. Contact (559) 493-8102 or [Troubadour505@sbcglobal.net](mailto:Troubadour505@sbcglobal.net).

**41-FT CT WORLD CRUISING KETCH.** 1977. La Paz, Mexico. \$99,000. Seller very motivated, make reasonable offer. Over \$250,000 invested, tons of new equipment, own for fraction of replacement value. More information at [http://www.yachtsoffered.com/listing.php?yacht\\_id=188](http://www.yachtsoffered.com/listing.php?yacht_id=188). Email for complete specs, refit list, pictures and recent survey, [jfullercpa@hotmail.com](mailto:jfullercpa@hotmail.com).



**43-FT SERENDIPITY, 1981.** Jack London Square. \$89,000. Doug Peterson design 43 customized for serious offshore racing/cruising, comfortable yet it can regularly sail 10+ knots. Recent remodels and this Serendipity 43 is one of a kind, see website, <http://gosailsf.com>. Contact (510) 926-7245 or [hookedsailing@gmail.com](mailto:hookedsailing@gmail.com).



**41-FT SCEPTRE, 1986.** Crescent Beach, BC. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Email for more info and pictures. Email [raceaway@shaw.ca](mailto:raceaway@shaw.ca).

**47-FT CATALINA, \$269,500.** Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Autoprop, Much more. (916) 607-9026 or [cestralvie\\_2000@hotmail.com](mailto:cestralvie_2000@hotmail.com).



**46-FT FS FORD CUTTER/SLOOP.** *Califa*, 1961. Mazatlan, Mexico. \$30,000. F.S.Ford design cold-molded red cedar over planked hull 1996, 45,000 miles sailed Mexico and South Pacific. S.S. rigging, aluminum spars. See *Califa* on [YachtWorld.com](http://YachtWorld.com) for photos. Owners TFO. [www.mazmarine.com](http://www.mazmarine.com) or email [kd6pgz@aol.com](mailto:kd6pgz@aol.com).



**45-FT GARDEN YAWL.** One-off double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact (916) 847-9064 or [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com).



**41-FT NEWPORT, 1984.** Bruno's Island Marina. \$49,000. Price reduced.. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. (707) 688-0814 or (707) 290-9535 or [raaddink@yahoo.com](mailto:raaddink@yahoo.com). 1200 Brannan Island Rd.

**44-FT HARDIN VOYAGER, 1977.** Marina Palmira, La Paz, BCS, Mexico. \$69,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long range bluewater cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to [YachtWorld.com](http://YachtWorld.com) for specs. Contact (530) 541-4654 or [mortmeiers@aol.com](mailto:mortmeiers@aol.com).



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$379,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: [www.youtube.com/watch?v=ckZHxXEAMec](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact [amgjohn@sbcglobal.net](mailto:amgjohn@sbcglobal.net) or (530) 318-0730.



**40-FT KAURI WARWICK.** (one-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. For details go to house website: [www.americankiwihome.com](http://www.americankiwihome.com). Email [neptune@ecentral.com](mailto:neptune@ecentral.com). 150A Beach Road, Onerahi-Whangarei, 0110, New Zealand.



**42-FT CASCADE, 1972.** Redwood City. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or [galaxaura@gmail.com](mailto:galaxaura@gmail.com).



**42-FT BENETEAU FIRST 42S7, 1994.** Point Richmond / Tortola. \$118,900. *Tivoli* is presently in Tortola, BVI after a three-season cruise from San Francisco. Excellent condition with extensive cruising equipment. Continuously upgraded. Great sailing boat that performs well cruising and racing. Owners are upgrading to a bigger Beneteau. Will deliver boat to East Coast location for transport to CA. See details at: [www.yachtworld.com/boats/1994/Beneteau-First-42s7-2593840/Tortola/British-Virgin-Islands](http://www.yachtworld.com/boats/1994/Beneteau-First-42s7-2593840/Tortola/British-Virgin-Islands). [www.sailblogs.com/member/tivoli42s7](http://www.sailblogs.com/member/tivoli42s7). Contact (510) 851-3082 or [Tivoli42s7@gmail.com](mailto:Tivoli42s7@gmail.com).

**40-FT OLSON, 1983.** British Columbia. \$73,000 CAN. Race and cruise equipped, Vic-Maui vet and ready to go again, proper emergency rudder, good sail inventory, Espar furnace, fridge, stove/oven, SSB, well maintained. (604) 898-9484 or [jgugins@telus.net](mailto:jgugins@telus.net).



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**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$269,950/obo. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).



**40-FT SWIFT CENTER COCKPIT.** Fiberglass ketch, 1978. San Francisco. \$76,000. Sparkman & Stephens design, hull No. 1, Lloyds-certified construction. Pisces Marine (Isuzu 3AB1) 3-cyl 40hp diesel. Substantial deck hardware upgrades and improvements. Strong, stable, seakindly. Berthed Pier 39 Marina. Email [challengesea@yahoo.com](mailto:challengesea@yahoo.com).



**40-FT BRUCE ROBERTS.** Cutter-rigged sloop, 1984. Bradford Island, CA. \$27,000/obo, land trade. *Windy:* Documented, 37-ft LOD, bluewater, custom-built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very seakindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater. Queen bed. "Little ship". Brad. (209) 406-0965 or (209) 855-4085 or [bnrdeltadreamer@aol.com](mailto:bnrdeltadreamer@aol.com).



**45-FT FASTNET45, 1974.** Portland. \$75,000. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or [lighthouse45@yahoo.com](mailto:lighthouse45@yahoo.com).



**48-FT CT 41, 1981.** San Rafael Yacht Harbor. \$15,000. Pilothouse dual-station ketch, Perkins 4-154 out, but running. Boat is in the water and can be viewed from SRYH. Good project or liveaboard. Seller knowledgeable about vessel and has owned for 20 years. US Hull number. Contact [conradsherman@gmail.com](mailto:conradsherman@gmail.com) or (415) 336-7802.

**43-FT HANS CHRISTIAN.** Christina Series, 1986. \$149,000. Must sell. Volvo TMD 30A 90hp. New Turbocharger, new heat exchanger core element and housing, new cutless bearing, new raw water pump, new packless sealing system (PSS, dripless seal), fresh bottom paint (complete haul-out 1 month ago). Furuno 1720 radar. Balmar 1200 windlass, Harken furling on jib and staysail, Barent winches. B&G 330 instrumentation. Newmar PHD-25 battery charger. Raritan 12 gallon hot water heater. Very roomy/comfortable 3-cabin layout. Fac-U-Flush head/TankWatch 4. Norcold refrigeration. Force 10 oven, propane tanks mounted off stern. Alpenglow lighting throughout. All new enclosed cockpit/dodger. (2) 115 gal. fuel, (2) 175 gal. water. Owner. Contact [PS4010@aol.com](mailto:PS4010@aol.com) or (650) 207-2253.

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**40-FT CHEOY LEE OFFSHORE, 1972.** Monterey, CA. \$25,000/obo. Solid F/G hull, aluminum mast, Perkins 4-108, 100 gallons fuel/water, pressure kerosene stove, Sabot dinghy, transferable slip. Needs some work, includes new in-box extras. Contact (831) 238-7567 or [wsperduto@mbayaq.org](mailto:wsperduto@mbayaq.org).

**51-FT JEANNEAU, 1994.** Puerto Valarta. \$159,000. Will consider interesting trades of equal or greater value. See her at: <http://lagunachapala.com/sirlus-star>. Contact [bluheronmex@yahoo.com](mailto:bluheronmex@yahoo.com) or (650) 447-3382.



**53-FT ISLANDER, 1979.** Sausalito. \$54,000/asking. Monitor, radar, rewired, new fuel tanks and extensive equipment. Sale by owner. Contract fallen through, boat back on market. See more at <http://polaris5.weebly.com> or call (415) 332-6585.





**77-FT CUSTOM STEEL SCHOONER.** 1996. Los Angeles. \$129,500. Recent refit, Luna rig, twin keel-cooled Deere diesels 1300hrs, shallow draft/deep lifting keel, twin rudders, 4 cabins, huge salon, new galley w/granite, new paint/coatings, amazing circumnavigator/charter/expedition/adventure vessel. For more info email 1996schooner@gmail.com.

**65-FT CHESAPEAKE BUG EYE.** \$15,000. All vertical grain fir, Chesapeake bug-eye ketch design. Needs a little work, but is seaworthy (motor/sail). Great liveaboard. We have had her for 25 years, but time to move on! (530) 467-3173 or sunstarsail@yahoo.com.

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**44-FT FELLOWS & STEWART, 1946.** Fortman Marina, Alameda. Best offer/keen to sell. Island Clipper *Nirvana*. Recent haulout Feb 2013. Rebuilt engine. New bottom and topside paint. Fir plank, oak frame/bronze fasteners, African mahogany. Coach roof 6' headroom. 9'10" beam. 8'7" draft. Above buck condition. Serious inquires only. [www.davidjonesclassics.com/sail/1635/nirvana-44-island-clipper](http://www.davidjonesclassics.com/sail/1635/nirvana-44-island-clipper). Contact (207) 542-7280, (510) 461-2175 or classics@midcoast.com.

**35-FT CHEOY LEE LION, 1965.** Rio Vista. \$30,000. Beautiful glass hull Cheoy Lee Lion. Sails and runs great! Real head turner. Yanmar diesel, roller fuller. Has lived in the Delta for the last 20 years. Email [dudestickle@gmail.com](mailto:dudestickle@gmail.com).

## MULTIHULLS

**41-FT MULTIHULL, 1990.** Sacramento Delta, near Rio Vista. \$19,000/obo. 41-ft Searunner Trimaran, Volvo motor. (707) 489-2137. 16264 State Hwy 160, Isleton, CA.



**43-FT LEOPARD (MOORINGS), 2006.** La Paz, Baja Sur, Mexico. \$280,000. With two months left before phaseout from the Moorings fleet, this is an excellent time to buy this boat, in order to participate in, and influence, the phaseout process. La Paz is a comparatively low utilization base, meaning more time for maintenance and less time of wear and tear. This is the only currently available Leopard 43 on the West Coast and she is in excellent shape with complete maintenance records, one-year-old sails, dockside AC/heat, electronics including autopilot and chart plotter, sleeps 12 with 4 cabins and 4 heads with built-in showers. [www.catamaransite.com/leopard43\\_1\\_for\\_sale\\_by\\_owner.html](http://www.catamaransite.com/leopard43_1_for_sale_by_owner.html). Contact (415) 752-8683 or (415) 377-0816 or [mmichaelbrown@mac.com](mailto:mmichaelbrown@mac.com).

**46-FT BALLOTTA KSS, 2008.** Sausalito. \$389,000. Custom luxury catamaran and company. Was captain-and-crew chartered in the Virgin Islands for two seasons. Now relocated to Sausalito for sale and available for charter. More at [www.magewind.com](http://www.magewind.com). Contact (415) 332-4810 or [lat38@magewind.com](mailto:lat38@magewind.com).



**23-FT L-7, 2010.** Dana Point, CA. \$32,500. *Neutrino* is a custom built L-7 trimaran: very light and fast and "folds" (slides) in minutes to become an easily trailerable boat. Very well built, and looks and sails great. First launched 2011. Has electrical system, navigation lights, Suzuki 6hp outboard with alternator, anchors, etc. Sails are from Elliot-Pattison. New: main, roller furling jib (Dacron) and maxi-reacher made of Code Zero laminate on a bow pole. Contact (949) 922-1067 or [acjdds@gmail.com](mailto:acjdds@gmail.com).



**24-FT HIRONDELLE, 1970.** Shoreline, WA. \$21,500. Trailerable cruising catamaran. Major refit 2003-6. Featured in issue #57 *Small Craft Advisor* magazine. See photos and info at [YachtsOffered.com](http://YachtsOffered.com), listing #1291883 and: [www.hirondele-association.org](http://www.hirondele-association.org). Contact [genebuchholz@gmail.com](mailto:genebuchholz@gmail.com) or (206) 999-5034.



**38-FT FONTAINE PAJOT ATHENA.** 1995. San Francisco, CA. \$169,000. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! <http://htzortzis.wix.com/family-circus>. Contact (925) 878-9659 or [ctzortzis2014@gmail.com](mailto:ctzortzis2014@gmail.com).

**34-FT GEMINI 105MC, 2005.** Redwood City, CA. \$119,900. High performance racing boat, that is also amazingly a spacious liveaboard or mobile vacation condo. Perfect for watching the America's Cup in comfort and style. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior, protected cockpit. Contact (650) 380-3343 or [loon.asea@yahoo.com](mailto:loon.asea@yahoo.com).



**38-FT FONTAINE PAJOT ATHENA.** 1999. San Francisco Bay. \$170,000/obo. *SV Breakaway* is a truly turnkey cruiser. Highlights include: solar panels, wind generator, 2000W inverter, huge battery bank, watermaker, chartplotter, autopilot, radar, tons of ground tackle, tons of engine spares, folding props, etc. Has everything you need (and want) to go cruise anywhere in the world. For questions and a complete list of features: (510) 828-1992, (408) 499-8513 or [marinesurveyorusa@yahoo.com](mailto:marinesurveyorusa@yahoo.com).



**38-FT CHAMBERLIN CAT, 1992.** Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vinylester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queensland-built, 20,000 ocean miles. Must sell. Email [sydeva@gmail.com](mailto:sydeva@gmail.com).

**48-FT TRIMARAN, 2013.** Sacramento, CA. \$69,000. Fiberglass over plywood. 60hp diesel, 200 hour total use. 5 new sails, most rigging, needs mast and minor interior work. Sleeps 17 - you can live off charters. Just launched in Sacramento. (916) 205-1912.



**30-FT SEACART, 2006.** Shady Side, Maryland. \$215,000. All carbon trimaran, very fast and easy to sail, all three hulls faired and painted, all foils faired and painted. Complete North Sails inventory, new tramps, new stays, trailer and many extras. Ready for line honors. Boat speed of 20 knots in 15 knots of wind. Call (410) 303-5566 or [pandkparcs@comcast.net](mailto:pandkparcs@comcast.net).



**50-FT SPECIAL MADE TRIMARAN.** 1980. Sacramento. \$27,000/obo. It's a steal. Trimaran Piver 55x26-ft. Lots of new parts. Hot shower. New Lectra/San. New carpet, hatches, windows, nonskid. Five berths, 4 Queen + 1 King. Large party pit at wheel area. Great liveaboard. More pictures available. (916) 521-9847.

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**33-FT TOW BOAT, COMMERCIAL.** Moss Landing. \$55,000 - Asking. Former Vessel Assist Monterey. New paint. Fiberglass super duty-capable and stable. Think Six-pack, commercial, tow boat or assume pleasure boat. Lots of extras... Contact (831) 251-7795 or (831) 423-2211 or [pacificsalvage@gmail.com](mailto:pacificsalvage@gmail.com).



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**58-FT STEEL PILOTHOUSE.** Expedition sailing ketch. Malaysia. \$750,000. Steel world cruiser, fully hydraulic. Includes lifting keel and rudder, bow thruster, windlass, winches, new sails. Quality boat. Cash or trade for quality real estate. <http://apoloduck.net/279408>. Contact (+60) 112-686-6453 or (+60) 14-672-5741 or [brentmobile@yahoo.com](mailto:brentmobile@yahoo.com).

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**JEANNEAU SUN ODYSSEY 45.1.** 1996 San Francisco West Marina. 25% partnership interest. Pristine condition. Prefer StFYC member or someone interested in joining StFYC. Call John at: (650) 722-3699.

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**CARIBBEAN PARTNERS WANTED.** St. Thomas. Looking for partners interested in a USVI-based sailboat. I'm just gathering names of those interested at this point. Details to be worked out - very flexible. Please call (916) 421-1167 or email: [matt@comprate.com](mailto:matt@comprate.com).

## WANTED

**LIVEBOARD.** 58-year-old male, responsible, clean, w/excellent references. Will not move boat. Maintain boat, brightwork, etc. 4 days a week? Prefer Sausalito/SF, anywhere near transit. Let's work something out. Stable income. Ex-commercial diver. Contact: (415) 819-3344 or [abalone5454@yahoo.com](mailto:abalone5454@yahoo.com).

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## MISCELLANEOUS

**MARITIME DAY.** 300 Napa Street, Sausalito. Galilee Harbor 33rd Anniversary, Saturday, August 3. Flea market, food, music, silent auction. For info call Galilee Harbor at (415) 332-8554 or go to our website: [www.galileeharbor.org](http://www.galileeharbor.org).

**AMERICA'S CUP.** Race accommodations. San Francisco. First class, for two persons, in the heart of San Francisco. \$8,900 for both race weeks starting September 14. For details email: [regchuck@comcast.net](mailto:regchuck@comcast.net).

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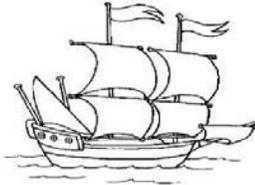
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## LAGOON 39



Way back in July Lagoon announced the outline of the new designs to come, the details of Club Lagoon, the owner association, and the marketing theme for 2014: "I Love My Lagoon." The all new Lagoon 39 made her American debut in Miami on Valentine's Day!

If that kind of planning breeds that kind of coincidence, it will surprise nobody that the new 39 not only looks amazing, she's a fantastic sailing boat. The rig plan is all new to Lagoon, and seems perfect for SF Bay: high aspect main and self-tacking jib for our breezy summers, and roller furling code 0 and roller furling gennaker for long runs to the Delta and light winter winds. Watch our blogs for news as we learn more about this newest Lagoon.

SPECIAL NOTE: We are also the exclusive dealer for the new Neel Trimaran, winner of *Cruising World* magazine's 2013 award for Most Innovative Boat of the Year. We think this boat will set a new standard for multihull cruising. See our website for more information and to arrange a personal tour of this exciting new boat.



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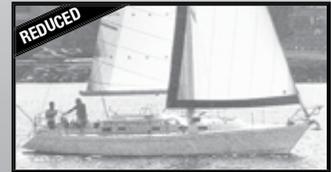
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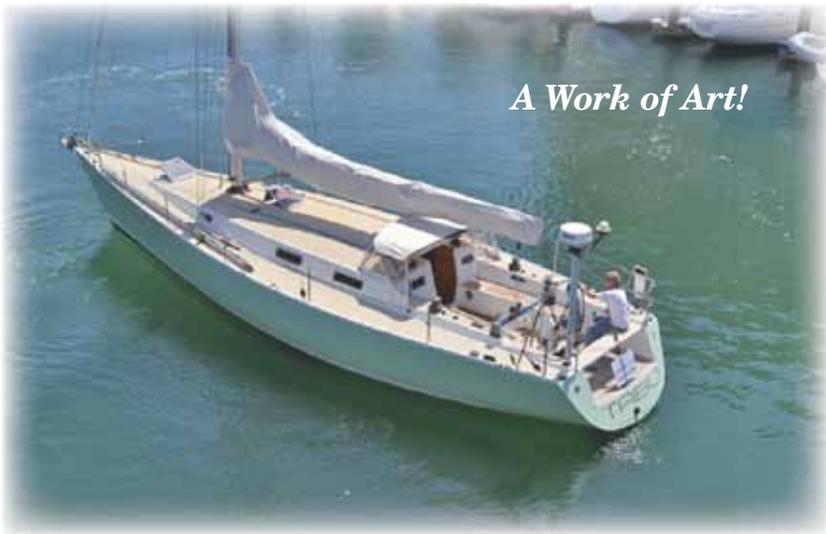
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