

Latitude 38

Latitude 38

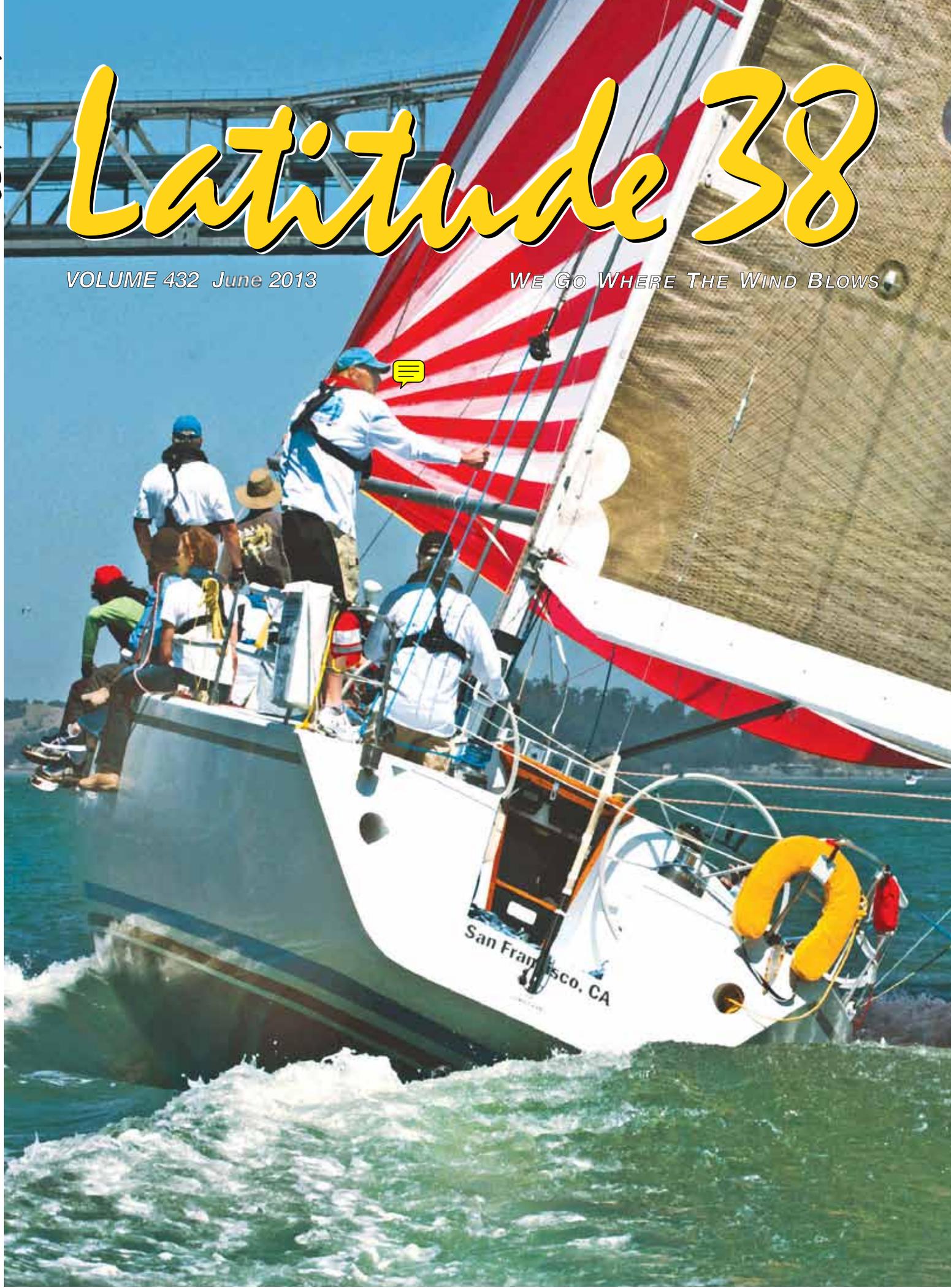
VOLUME 432 June 2013

WE GO WHERE THE WIND BLOWS

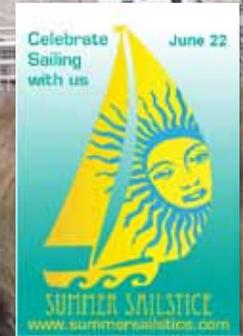


JUNE 2013

VOLUME 432



When Choosing a Marina, Location Is Everything



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A BIRD'S EYE VIEW - FROM THE FRONT

PHOTO ERIK SIMONSON/WWW.H2OSHOTS.COM



*Oriole**

Jock McLean works in a boat yard and can probably fix anything. But he'd rather fix an old wood boat than anything else. The 1929 Bird Boat *Oriole* is owned by Jock and partner Hugh Harris, and is the latest of Jock's re-fits.

Last month's "Woodie" regatta had the old, traditional wood boats out at it again, racing off the Cityfront. Jock had *Oriole* flying around the course with her shiny new suit of Pineapple Sails.

Bird Boat sails aren't simple. The main is huge; the boom sticks out way past the transom. The little jib has an aluminum headboard, like most mainsails. But Pineapple Sails is up to the task, sensitive to the requirements of the Bird Boat's class specifications and wooden spars.

Every boat is special: Its measurements, where it sails, the owners' goals and sailing interests. The boat's sails need to match those goals and specifics.

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Cover: Greg Mullins' Farr 52 *Zamazaan* enjoyed perfect conditions for May's Great Vallejo Race.

Photo: Erik Simonson / www.pressure-drop.us

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

SELECT BROKERAGE



Gemini 105, 2000 • \$109,500



Beneteau 331, 2003 • \$79,900



Jeanneau Sun Odyssey 45, 2007 • \$290,000



Beneteau Oceanis 46, 2008 • \$289,000

SAIL

55'	Roberts center cockpit	1987	\$220,000
51'	Beneteau Cyclades	2006	215,000
50'	CSK catamaran ketch	1970	75,000
48'	Beneteau First 47.7	2000	190,000
46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau First 42s7	1994	138,000
42'	Beneteau 423	2004	175,000
41'	Tartan 4100	2001	237,500
41'	Dehler DS	1998	145,000
40'	Beneteau 40	2009	199,000
40'	Beneteau First 40.7	2001	155,000
39'	Beneteau 393	2003	144,000
38'	Beneteau 381	1999	89,000
38'	Beneteau Moorings	1991	35,000
38'	Ericson 38-200	1988	63,000
38'	Island Packet 380	1999	219,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 36.7	2010	144,000
36'	Islander 36	1972	39,995
36'	CS	1985	59,500
36'	Pearson 36-II	1985	57,900
36'	Catalina	1989	47,500
36'	Hunter sloop	2004	94,500
35'	Gemini 105	2000	109,500
35'	Island Packet	1991	139,000
34'	Catalina	1988	39,900
33'	Beneteau 331	2003	79,900
33'	Alerion Express	2009	209,000
32'	Freedom	1984	44,000
30'	Beneteau First 30	2011	149,000
28'	Alerion Express	2011	124,000

POWER

61'	Mikelson PH Sportfisher	2002	995,000
58'	Offshore Pilothouse	1995	795,000
53'	Navigator CPMY	1998	225,000
43'	Wellcraft Portofino	1988	49,000
38'	Bayliner 3818 Motoryacht	1988	57,000

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JUNE EVENTS

Saturday, June 1:
Passage Owner's Club Cruise

Saturday, June 8:
VIP Sailing Day on the Sense 46

Sunday, June 9:
Your Boat's a Business Seminar

Saturday, June 15:
Father's Day VIP Sails – Wine Tour Sail to Treasure Island

Guess what's coming to Passage Yachts?



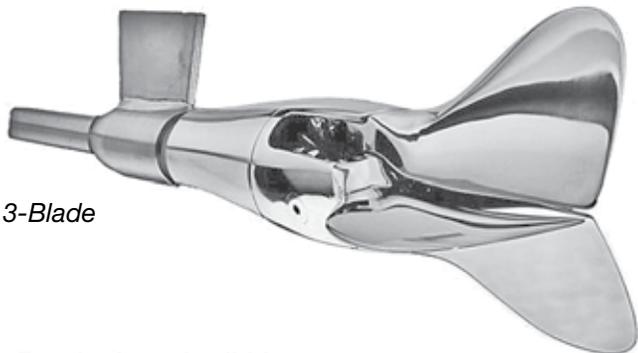
Stay tuned for exciting news and details!



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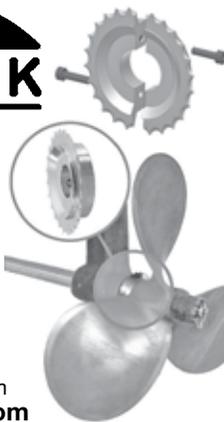
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Latitude 38

"we go where the wind blows"

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39' Cal MkII, 1979. Bottom
paint, detailing, engine ser-
vice this month. \$49,000



33' Hans Christina 33T,
1984
\$139,000



28' Alerion Express
2000
\$75,000



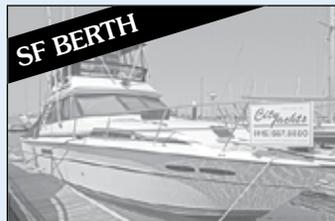
57' Bayliner 5788 PH
2001
\$549,000



41' CHB Heritage Trawler
1981
\$114,000



41' Storebro SRC 400
1990
\$169,000



SF BERTH

39' Sea Ray Sport Fish Sedan
1985
\$195,000

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San Francisco Bay

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Saturday, June 22nd 2013
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Open Boat Weekend at Marina Village
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Marina Village, Alameda

All California Customer Rendezvous
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'05 Beneteau 373 \$122,500



'96 J/130 - \$210,000



'88 Tayana 55 - \$249,000



'07 Jeanneau 39i - \$187,500



'06 Beneteau 473 \$269,900



'99 Pacific Seacraft 40 \$289K



'02 Bakewell 50 - \$615,000



'04 Catalina 400 - \$195,500



'91 Hunter 42 - \$99,000

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57' Jeanneau '10.....	\$675,990	46' Hunter '04.....	\$189,900	35' J/105 '00 "Whisper".....	\$74,900
57' Beneteau '06.....	\$649,000	45' Hunter.....	Multiple	34' Catalina 34 MKII.....	\$118,000
54' Jeanneau '06.....	\$534,000	42' Catalina '07.....	\$199,999	33' J/100 '05.....	\$99,000
53' Jeanneau '11.....	\$599,000	42' Jeanneau '07.....	\$239,000	33' Synergy 1000 '99.....	\$49,000
50' Hunter AC '12.....	\$399,000	40' J/120 '01 "Vahevala".....	\$169,950	32' Luhrs 32 '03.....	\$114,900
49' Hunter '07.....	\$319,000	38' Hunter '05.....	\$149,000	30' J/30, '79.....	\$29,500
47' Catalina '00.....	\$194,500	38' Sabre '89.....	\$109,900	36' Hunter '06.....	\$120,000

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CALENDAR

Non-Race

June 1 — Saturday Film Series (final) at Richmond YC, 4 p.m. Free, all welcome. Info, www.richmondyc.org.

June 1 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

June 2 — Laserpalooza II with Laser champ and Rig Shop manager Ryan Nelson at Alameda West Marine, 11 a.m.-3 p.m. Free! Bring your Laser to get free expert advice and help to rig it. RSVP to nburke@skysail.com or ryann@westmarine.com.

June 2 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

June 5-26 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyf.com.

June 6 — Tall Ships & Educational Sailing Programs at Corinthian YC presented by Call of the Sea and Educational Tall Ship, 7 p.m. Co-hosted by CYC and Modern Sailing School and Club. RSVP at www.cyc.org or (415) 435-4771.

June 6-27 — 'America's Cup, America's What?' four-part lecture series by Kimball Livingston at UC Berkeley, 10 a.m.-noon. \$95 + membership. Register at olli.berkeley.edu.

June 8 — World Oceans Day, created at the '92 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info. www.worldoceansday.org.

June 8 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (\$5, under 16 free). Info, (415) 447-5000.

June 8 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info, www.spauldingcenter.org.

June 9 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 12 — 'Having Fun in the Delta' talk at the Bay Model in Sausalito, 2-3 p.m. Info, (415) 332-3871.

June 13 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

June 14 — Hoist your ensign on Flag Day!

June 14 — Reception for Fred Fago's photography show in the Signature Salon at the Frank Bette Center for the Arts in Alameda, 7-9 p.m. Fred is a talented Bay Area maritime photographer and frequent contributor to *Latitude 38*. His show, 'On the Bay', runs June 7-30.



FRED FAGO

Check out Fred Fago's solo photography show in Alameda.

June 15 — Call of the Sea Fundraiser for Youth Sailing at the Bay Model in Sausalito, 6-10 p.m. \$65. Buy tickets in advance at www.callofthesea.org.

June 15 — 'Wind Waves & a Need for Speed' America's Cup talk. Check out the race course at the Bay Model in Sausalito, 11:30 a.m.-12 p.m. Info, (415) 332-3871.



Impressionists on the Water

June 1–October 13, 2013

Embark on an artistic voyage during San Francisco's hosting of the America's Cup with *Impressionists on the Water*. Explore the significant role pleasure boating and competition played in the art and lives of the Impressionists and Post-Impressionists, including Monet, Pissarro, Renoir, and Signac.

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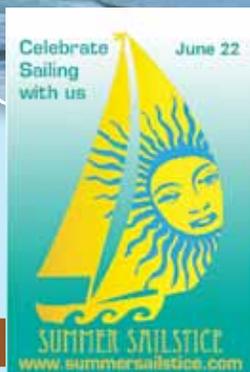
Exhibition organized by the Fine Arts Museums of San Francisco. Major Patrons: Mrs. George F. Jewett and San Francisco Auxiliary of the Fine Arts Museums. Patron: Mrs. James K. McWilliams. Additional support is provided by the Estate of Donald Casey and the Bequest of Lois E. Kalb. Supported by an indemnity from the Federal Council on the Arts and the Humanities. Additional media sponsor support: KPIX-TV. Community Partner: Ghirardelli Chocolate Company.

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Gustave Caillebotte, *Regatta at Argenteuil (detail)*, 1893. Oil on canvas. Private collection. Photograph © Comité Caillebotte, Paris

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2011 Catalina 470 *Liquid Assets* \$365,000



1999 Island Packet 380 *Great Escape* \$209,000



2001 Catalina 36 *Home Free* \$95,000

Preowned Catalina Yachts at Our Docks

Catalina 470, 2011	\$365,000
Catalina 42 MkII, 2005	199,900
Catalina 42 MkII, 2000	149,900
Catalina 400 MkII, 2003	192,000
Catalina 400, 2001	SOLD!
Catalina 380, 1998	REDUCED! 129,900
Catalina 375, 2009	223,000
Catalina 36 MkII, 2004	130,000
Catalina 36 MkII, 2001	REDUCED! 95,000
Catalina 36, 1994	REDUCED! 74,500
Catalina 36, 1983	REDUCED! 51,000
Catalina 350, 2005	REDUCED! 124,900
Catalina 350, 2003	SOLD!
Catalina 34, 1990	REDUCED! 45,000

Catalina 34, 1989	47,500
Catalina 34, 1987	49,000
Catalina 310, 2001	NEW LISTING! 62,900
Catalina 310, 2000	REDUCED! 69,500
Catalina 30, 1984	REDUCED! 29,500
Catalina 28 MkII, 1997	NEW LISTING! 35,000

Preowned Sailing Yachts

Norseman 447, 1984	REDUCED! 189,000
Island Packet 380, 1999	209,000
C&C 38, 1979	REDUCED! 37,500
Hunter Legend 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995
O'Day 34, 1982	32,000
Ericson 32, 1970	REDUCED! 26,900
Hunter 306, 2002	48,000

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Ranger 29 Tug, 2013	NEW MODEL YEAR! 229,937
Ranger 27 Tug, 2012	159,937
Ranger 25SC Tug, 2012	129,937

Preowned Ranger Tugs

Ranger 29 Tug, 2011	224,000
Ranger 29 Tug, 2011	210,000
Ranger 29 Tug, 2010, WA State	REDUCED! 184,000
Ranger 25 Tug, 2009	110,000
Ranger 25 Tug, 2008	REDUCED! 110,000
Ranger 21 Tug, 2006	SOLD!

Preowned Power Yachts

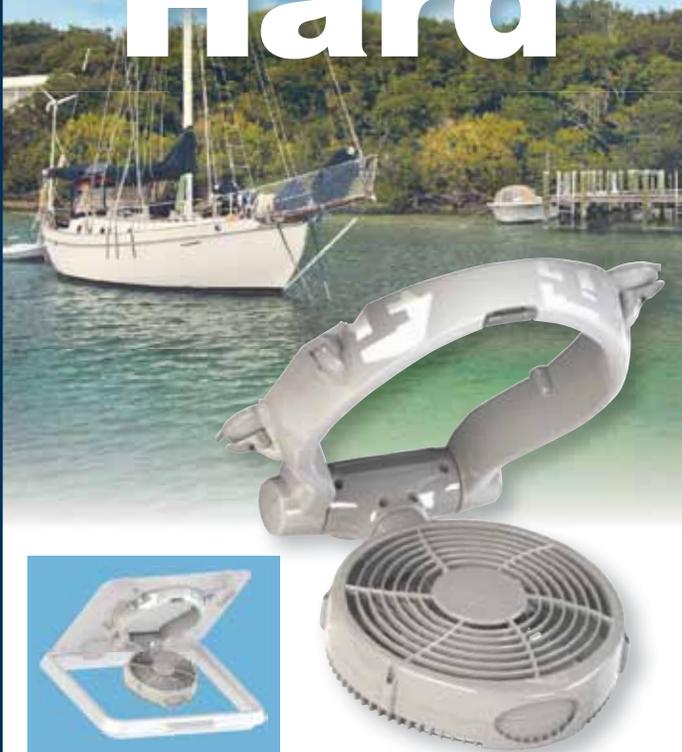
Stephens 70 Classic Motor Yacht, 1966	1,100,000
Ocean Alexander 44	165,000



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CALENDAR

June 15 — Marine Swap Meet at Alameda West Marine, 7 a.m.-1 p.m. Info, (510) 521-4865.

June 15 — First Aid/CPR Workshop with SEA instructor Bob Cassel at Bow Yoga in San Rafael, 9 a.m.-3 p.m. \$100 (members \$75; youth \$65). Info, info@sfsailing.org.

June 15-16 — Northern California Pirate Festival in Vallejo. Info, www.norcalpiratefestival.com.

June 16 — Let Dad take the helm today.

June 17-July 24 — Boating Skills & Seamanship class by USCGA Flotilla 12-3 in Newark on Mondays & Wednesdays. \$60. Info, (510) 468-8013 or ronoffline-0407@yahoo.com.

June 21 — Celebrate the first day of summer by playing hooky on Friday.

June 22 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 22-23 — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and see who'll be sailing in your area at www.summersailstice.com.

June 23 — Sail under the full moon on a Sunday night.

June 23 — Pacific Offshore Academy prep seminar #1 at Richmond YC, 1-5:30 p.m. Perfect for anyone planning to sail to Hawaii, especially in the Pacific Cup. Free for Pac Cup skippers, \$18 for others. Pre-registration strongly advised! Info, www.pacificcup.org.

June 23 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

June 27 — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, www.cassgidley.org.

June 28-30 — 8th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

June 29 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunnane@nps.gov or (415) 447-5000.

June 29 — San Francisco Maritime National Park Association's 12th Annual Maritime Heritage Awards Gala. (415) 655-9500.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 7 — Last chance to fulfill the TransPac's US Sailing Safety at Sea Seminar requirement with one at Shoreline YC in Long Beach. 8 a.m. \$125. Includes lunch. Contact Marion Seaman at (310) 632-4748 or marionseaman1@aol.com.

July 11 — 'America's Cup 34 Tactics' talk by John Craig at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org.

July 13 — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 1-3 p.m. Info, www.sailoakland.com.

Racing

May 26-June 2 — Made in Santa Cruz Race Week, including the Moore 24 Nationals and Santa Cruz 27 Nationals (see below). Info, www.madeinsantacruzraceweek.com.

May 31-June 2 — Prince of Wales Cup for J/22s. SYC, www.sausalitoyachtclub.org.

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CALENDAR

May 31-June 2 — Woodies Invitational. StFYC, www.stfyc.com.

May 31-June 2 — Moore 24 Nationals. SCYC, www.moore24.org.

May 31-June 2 — Santa Cruz 27 Nationals. SCYC, www.sc27.org.

June 1 — YRA-OYRA Duxship. SBYC, www.yra.org.

June 1 — Small Boat Spring #2. EYC, www.encinal.org.

June 1 — Melges Silver Cup/Etchells Series. SFYC, www.sfyc.org.

June 1 — Summer #3. SeqYC, www.sequoiayc.org.

June 1-2 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 2 — Spring #3 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

June 2 — Ladies Day Race. MPYC, www.mpyc.org.

June 8 — YRA Series Race 2. SYC, www.yra.org.

June 8 — YRA WBRA #4. BYC, www.yra.org.

June 8 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonssc.org.

June 8 — Mercury Series #4. EYC, www.encinal.org.

June 8-9 — June Invitational. SFYC, www.sfyc.org.

June 8-9 — SF Bay Classic & UN Challenge. StFYC, www.stfyc.com.

June 8-9 — 32nd annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, www.gcyc.net.

June 8-9 — 30th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 12-15 — Coastal Cup Race from the Bay to Catalina Island. Limited to 50 entries! EYC, (510) 823-5175 or www.encinal.org.

June 12-14 — 50th Annual Trans Tahoe Regatta, generally featuring either too much wind or too little but always lots of fun. TahoeYC, www.tahoeyc.com.

June 13-16 — Corsair US Nationals & Rendezvous at Ballena Bay YC. Info, www.corsairnationals-usa.com.

June 15 — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.

June 15 — NBC #3/Brothers Race. VYC, www.vyc.org.

June 15 — Hart Nunes Regatta for Mercuries. SFYC, www.sfyc.org.

June 15 — Singlehanded #3. SeqYC, www.sequoiayc.org.

June 15-16 — Clear Lake Regatta, includes El Toro Regionals, DaySailor West Coast Champs, Lido 14 District II Champs. Info, www.eltoroyra.org.

June 15-16 — BAYS #2 at Richmond YC for Optimis, Lasers, 420s & FJs. PYSF, www.bayarea-youthsailing.com.

June 16 — Baxter/Judson #3. PresYC, www.presidioyachtclub.org.

June 19 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. Info, www.sfbaysss.org.

June 20-23 — Opti Heavy Weather. StFYC, www.stfyc.com.

June 22 — YRA Summer Sailstice. SBYC, www.yra.org.

June 22 — YRA WBRA #5. SFYC, www.yra.org.

June 22 — Sir Francis Chichester Memorial Circumnavigation of Alameda. No bridge raisings allowed! EYC, www.encinal.org.

June 22 — Mayor's Cup Regatta. Lake Merritt SC, (510) 238-2196.

June 22 — H.O. Lind #1-2. TYC, www.tyc.org.

June 22 — Rear Commodore's Race, from Knox to VYC. SYC, www.sausalitoyachtclub.org.

June 22 — Lake Tahoe Southern Crossing Race. Tahoe



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- 2001 48' J/145 JEITO \$349K
- 2006 43' J/133 TANGO \$375K
- 2000 42' J/42 RELUCTANT \$209K
- 2008 41' X Yachts X41 \$285K
- 2002 41' Hunter 410 (TX) \$139K
- 2001 40' C&C 121 \$210K
- 2010 39' Jeanneau 39i (TX) \$210K
- 1995 36' Sabre 362 (TX) \$159K
- 2006 36' J/109 LANUI \$186K
- 2003 35' J/105 LUCKY... \$99K
- 2002 35' J/105 KEA... \$89K
- 1995 35' J/105 TRIPLE... \$79K
- 1994 35' J/105 De Colores \$115K
- 1998 33' Seawind Cat \$139K
- 1995 32' Pacific Seacraft \$113K
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- 2011 31' J/95 Jimmy J \$189K

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CALENDAR

Windjammers YC, www.tahoewindjammers.com.

June 22-23 — South Tower Race, from Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 23 — Knarr Regatta. SYC, www.sausalitoyachtclub.org.

June 27-30 — Laser Nationals. Santa Cruz YC, laser.org.

June 28-30 — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 29 — YRA-OYRA Half Moon Bay. HMBYC, www.yra.org.

June 29 — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.

June 29 — 6th Annual Great Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, www.sfyf.org.

June 29 — Small Boat Sprint #1. EYC, www.eyc.org.

June 29 — Whales Chase Race. BBYC, www.bbyc.org.

June 29 — Fox Hat Race. TYC, www.tyc.org.

June 29 — Race of Champions. SSC, www.stocktonsc.org.

June 29 — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, www.andreascoveyc.org.

July 1 — Sointula Canada Day Regatta on Malcolm Island (near Port McNeill, BC). Info, jmacdougall@cablerocket.com.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyf.org.

July 4-Aug. 30 — Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blowout in September. www.americascup.com

July 6 — Stars & Stripes Race. CPYC, www.cpyc.org.

July 6-7 — Hobie Division 3. SYC, www.sausalitoyachtclub.org.

July 8, 11, 13 — 47th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 12-14 — Laser PCCs at Cascade Locks in the Columbia River Gorge. Info, www.cgra.org.

July 13 — YRA-OYRA Jr. Waterhouse. RYC, www.richmondyc.org.

July 13 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

July 13 — 29th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, www.bvbc.org or (415) 495-9500.

July 13 — Jack & Jill. SSC, www.stocktonsc.org.

July 13 — Potter Cruiser Challenge. MPYC, www.mpyc.org.

July 13 — NBC #4. VYC, www.vyc.org.

July 13 — PICYA Lipton Cup. SYC, www.sausalitoyachtclub.org.

July 13-14 — BAYS Summer Splash #3. EYC, www.encinal.org.

July 13-14 — Santana 22 Nationals. RYC, www.richmondyc.org.

Aug. 5-9 — International 110 Nationals. Inverness YC, www.invernessyachtclub.org.

Sept. 1-4 — The AC45 action heats up again with the Red Bull Youth America's Cup, pitting 10 teams made up of the world's best young sailors against each other in one of the Bay's most challenging sailing months. www.americascup.com.

Sept. 7-21 — Two teams will duke it out in the 34th America's Cup. Expect AC Fever to overshadow every aspect

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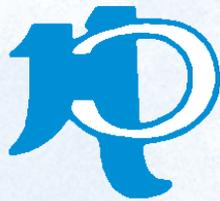
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CALENDAR

of Bay sailing in September! www.americascup.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 5/31, 7/12, 7/26, 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or garyhelms44@gmail.com.

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 6/10, 6/17 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: April-September. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/27. Paul Kamen, (510) 540-7968 or pk@well.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only; Thursday evening JY15 races April-October. Gary Farber, racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/30. Info, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/2. Jim Maishin, (650) 793-0741 or regatta@cpyc.com.

ELKHORN YC — Saturday Beer Can Series: 6/6, 7/13, 8/10, 8/20. John Herne, (831) 840-0200 or johnherne@gmail.com.

ENCINAL YC — Friday Night Spring Twilight Series: 6/7. Jim Hemiup, (510) 332-1045 or jhemiup@yahoo.com.

FOLSOM LAKE YC — Every Wednesday night through 9/25. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/31, 6/14, 6/28, 7/12, 7/26, 8/9, 8/23. Gary, (916) 215-4566 or gsalvo@pacbell.net.

ISLAND YC — Spring Island Nights on Fridays: 5/31, 6/14. John, (510) 521-2980 or tycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/16. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Every Thursday night: May-August. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 6/27 & 7/11-8/22. Darrell Sorensen, sorensenwoodcraft@gmail.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/2. Rak Kumar, rakk@copper.net.

OAKLAND YC — Wednesday night Sweet 16 Series through 6/19 & 7/17-9/4. Jim Hild, (510) 277-4676 or oyracecom@gmail.com.

RICHMOND YC — Wednesday nights: 6/5, 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series through 6/26 & 8/7-21. Thursday Night Kiting Series: 6/13, 6/27, 7/11, 7/25, 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 5/31, 6/14, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or rdean@stfy.com.

SANTA CRUZ YC — Wet Wednesdays through 10/30. Laser Fridays: 6/14, 7/19, 8/16. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 6/11, 6/25. Bob Braid, (617) 699-6755 or race@sausalityachtclub.org.

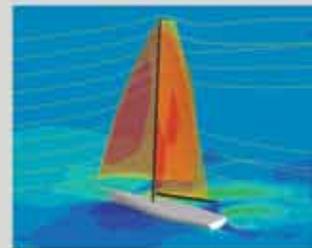
SEQUOIA YC — Every Wednesday night through 10/9. Dan Lockwood, (650) 326-6783 or dan@hnlockwood.com.

SHORELINE LAKE AQUATIC CENTER — Laser Racing every Wednesday night (BYOB); Early May through late September. Maria Gonzalez, (510) 295-4114.

SIERRA POINT YC — Every Tuesday night through 8/27. Info, www.sierrapointyc.org.



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CALENDAR

SOUTH BEACH YC — Friday Night Series: 5/31, 6/7, 6/21, 6/28, 7/19, 7/26, 8/2, 8/16, 8/23. Info, rearcommadore@southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/5-8/28. Tony Holt, (209) 256-2844 or regatta13@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series through 8/28. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/27-8/26. Rick Raduziner, (530) 308-1628 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night through 9/6. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SC — Tuesday Night Vanguard 15 Team Races through 9/10. Dan Altreuter, daltreuter@gmail.com. Lasers & V15s every Thursday night through 9/12. Al Sargent, asargent@standfordalumni.org.

VALLEJO YC — Every Wednesday night through 9/25. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

June Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/01 Sat	0047/1.6	0631/4.2	1225/0.6	1932/5.7
6/02 Sun	0156/1.0	0754/4.0	1321/1.1	2017/5.8
6/08 Sat	0616/-0.7	1333/4.5	1758/2.7	2356/5.8
6/09 Sun	0649/-0.7	1410/4.5	1838/2.7	
		HIGH	LOW	HIGH
6/15 Sat	0410/4.3	1032/0.5	1753/5.0	2353/2.1
6/16 Sun	0518/3.9	1120/0.9	1833/5.3	
		LOW	HIGH	LOW
6/22 Sat	0513/-1.5	1226/4.7	1653/2.4	2313/7.0
6/23 Sun	0601/-1.8	1314/5.0	1748/2.3	
		HIGH	LOW	HIGH
6/29 Sat	0454/4.5	1051/0.5	1756/5.8	
		LOW	HIGH	LOW
6/30 Sun	0019/1.3	0613/4.1	1145/1.2	1844/5.9

June Weekend Currents

date/day	slack	max	slack	max
6/01 Sat	0255 1456	0541/2.2F 1806/3.1F	0824 2108	1108/2.9E
6/02 Sun	0940 2156	0011/3.2E 1221/2.5E	0402 1555	0659/2.5F 1904/3.0F
6/08 Sat	0118 1453	0432/4.7E 1704/2.2E	0833 2021	1139/3.7F 2305/2.6F
6/09 Sun	0153 1532	0508/4.7E 1740/2.2E	0910 2055	1211/3.6F 2341/2.5F
6/15 Sat	0057 1253	0331/1.6F 1608/2.7F	0610 1934	0927/3.1E 2212/2.7E
6/16 Sun	0207 1344	0435/1.6F 1659/2.6F	0724 2019	1022/2.7E 2307/3.0E
6/22 Sat	0015 1359	0336/5.8E 1613/2.8E	0733 1919	1036/4.5F 2214/3.5F
6/23 Sun	0104 1448	0426/6.1E 1703/3.0E	0821 2010	1124/4.8F 2304/3.6F
6/29 Sat	0113 1316	0352/2.4F 1619/3.1F	0647 1932	0931/3.2E 2219/3.2E
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LETTERS

↑↓ **LET THE WARRIORS DO WHAT THEY DO**

Deep in the DNA of all men is a warrior. We devise ways to feel the rapture of being alive as we float down the river of life. Death is part of being a warrior. As such, I think we need to get



TIM SELL / WWW.SAUSALITODIVING.COM

On May 9, Artemis' AC72 flipped, killing Andrew 'Bart' Simpson.

over the fact that there was a death on an AC72 and let the warriors/professional sailors do what they do.

It takes one to know one, and for those in the know, I think we can all agree — set the friggin' kite and hang on, mate! Otherwise don't play. Yeah, the AC72s are freaky, but so was the Aussie 18 I sailed on. The great

skiff sailors of the world don't question the safety of those rigs, they just strap on a pair and get 'er done. On with the race, boys!

Jonathan 'Birdman' Livingston
Punk Dolphin, Wylie 38
Point Richmond

Birdman — Rapture, smapture, we couldn't disagree with you more. Dan Meyers of Newport, Rhode Island, co-owner of the 175-ft schooner Meteor, and a longtime racer, said it best in a recent letter to Scuttlebutt:

"That he [Andrew 'Bart' Simpson] was a wonderful guy and a champion professional racer seems incontrovertible. But athletes are not gladiators to be thrown to the lions. They want to compete, enjoy the sport, the people they sail with and against, be fairly compensated, and then at the end of the day go home, hug the wife and kids, have dinner and go on. This is a tragedy, nothing less."

↑↓ **SPORTS ARE IMPROVED AFTER DEATHS**

Race car drivers die at the Indy 500, Talladega, Daytona and so forth. Horses and jockeys die in multitudes in horse races. Football, rugby and soccer players die, along with base jumpers, skiers, paragliders, hang gliders, surfers, windsurfers, kite surfers, scuba divers, air racers, boat racers, snow boarders, swimmers, joggers, cyclists and so forth.

I'm not trying to make light of the Bart Simpson tragedy, but am only trying to illustrate that most of the deaths in the activities listed above occurred with the safest known equipment in that sport at the time. Then the accidents were investigated, the reasons were found for the deaths, and possible changes were evaluated. The sports improved.

Let's hope that intelligent, reasoned, analytical thinking prevails in light of the Artemis tragedy, and that if changes need to be made, they are sound.

Name Witheld By Request
Planet Earth

N.W.B.R. — There hasn't been a death in the Indy 500 in 50 years, except for Swede Savage way back in '73, who actually died from a contaminated blood transfusion. Twenty drivers have died in Indy 500 Trials — in the last 100 years. Only four of them since the '70s.

Suppose new race cars with dramatically increased horsepower were introduced at the Indy 500, and half of them crashed during the trials, with deaths. Would you think that the new cars should still be used in the real event?

We hope you're not suggesting that the AC72s are the "safest known equipment," even in the realm of high-speed multihulls.

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LETTERS

Everybody knows they're very extreme boats. After Oracle flipped, Paul Cayard of Artemis predicted she wouldn't be the last. Unfortunately, he was right.

↑↓ PARALLELS BETWEEN FORMULA ONE AND AC72S

Besides being a sailor, I have been a fan of Formula One motor racing for many years, including the times when the death of one or more top drivers was expected each year. Now the fatalities are amazingly rare due to the extraordinary construction of the cars, with safety the top priority. It seems to me there is a parallel between the current AC72s, despite their enormous sophistication, and the construction of Formula One cars before the huge advances in safety.

Jon Price
Tiburon YC

Jon — The record shows that 49 drivers have died driving in Formula One championships, the first being in 1952. Formula One driving deaths have decreased dramatically over the years: 15 in the '50s; 14 in the '60s; 12 in the '70s, four in the '80s, and just two in the '90s. There hasn't been a fatal Formula One crash since the great Ayrton Senna was killed nearly 20 years ago.



WEBB LOGG

Few deaths occur when Formula One cars pitchpole.

Personally, we think the parallels between Formula One cars and AC72s aren't that great. Consider the amount of gradual testing and ultimate miles put into a Formula One car before it hits the starting line. There hasn't been any similar ramping up with the 72s. So we think the crews on the AC72s are more like the test pilots at Edwards Air Force Base in the 1940s and 1950s than Formula One drivers.

It's also worth noting that some people have had the balls to pull the plug on huge projects, despite the enormous expense and the blow to their egos. Think of Howard Hughes and the 320-ft Spruce Goose, which was actually mostly made of birch. It got airborne only once, for 30 seconds and half a mile. It was never flown again, and Hughes lived to be one of the all-time great old wackos.

↑↓ HIS DEATH SHOULDN'T BE FOR NAUGHT

The death of Andrew 'Bart' Simpson is tragic beyond measure, and should have been prevented. When the AC45 design and fleet racing program was first proposed, I heartily supported the idea and followed the development of that design closely. But with the introduction of the massive, high-speed 72s, I made the following comment to my wife: "Someone will surely get killed on these beasts before the gun for the first start ever sounds, mark my words. The human being is out of proportion to the loads!" I wish to hell that I had been wrong.

I'm no genius naval architect, but I do have a degree in aeronautics and 40,000 ocean miles. The leap forward in the design envelope to the 72s was done just because they could and to raise the bar in risk-taking — just to thrill the fast-paced F1 generation. I say let Larry Ellison dance across one of these 72s while she is foiling at 40 knots.

I also say the boats should be slowed down, the foils should be eliminated, and rules should be introduced to increase safety. Formula One had the courage to do it when Ayrton Senna was killed in 1994. Why can't Ellison, his ego, and the

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LETTERS

America's Cup Management crew do the same? We should not let Bart Simpson's death have been for naught.

John Monroe
On the Beach

↑↓ TOO LATE TO CHANGE HORSES

I say run the America's Cup with the 72s, as it's too late in the game to 'change horses'. But each crewmember should have to wear a breathing device with 10 to 15 minutes worth of air; their life jackets should be worn outside of the team clothing so they can be removed quickly, if need be; two rescue divers should be on each team's chase boat; and there should be a reserved boat with two more divers.

I say scrap the 72s for the next America's Cup and use ORMA 60 trimarans instead.

Vance Sprock
Seazed Asset, Cal 40
Santa Clara

Vance — Those are all excellent suggestions. But instead of the breathing device you recommend, how about the ones they currently use, plus hookah mouthpieces for each crewmember on the side of each hull?

If the 72s are to be used, the greatest safety measure would be to limit the maximum wind speeds in which they could be raced. Indeed, on May 17, Luna Rossa head Patrizio Bertelli said his team will not sail in winds over 25 knots.

"What are they going to do with the television time if there is too much wind?" asked one reporter. Patrizio had a killer response, saying words to the effect of, "We came here for a boat race, not to be part of a television show." We almost went out and bought our first-ever Prada shirt.

The next day Luna Rossa went out sailing for the first time — despite the fact that the safety review committee had asked the teams not to sail the 72s for another week. That's the thing about billionaires — they do whatever the hell they want.

As for the great ORMA 60 trimarans, they have been replaced by the one-design MOD70s, which have design features intended to make them safer than their predecessors. As we've said several times before, MOD70s, or something similar, would be our choice for the America's Cup. Being so much less expensive, they'd attract many more teams, they're transoceanic proven, and they're darn near as fast as the 72s.

↑↓ PROBING THE BOUNDARIES

Tragedies happen at the highest levels of all sports. No matter if you're talking about the Vendée Globe, the Volvo Race or the America's Cup, there has never been an exemption from danger. The America's Cup is not amateur racing on weekends. These are professional teams and athletes. Yes, the boats are new and everybody is still trying to figure out how to sail them. Yes, it's San Francisco Bay, not Newport or Valencia. Probing the boundaries means sometimes breaking outside the envelope. From a distance I've seen more attention to safety than I've ever seen in a yacht race. Play on.

Russ Irwin
New Morning, Paine 54
Sausalito

Russ — Sure, there is danger in sailing and most sports. But at the far end of the spectrum there's also unconscionable risk. Personally speaking, we don't want the America's Cup going anywhere near unconscionable risk. Unfortunately, unless there are significant changes, we think there's a significant risk that several more sailors could be killed.

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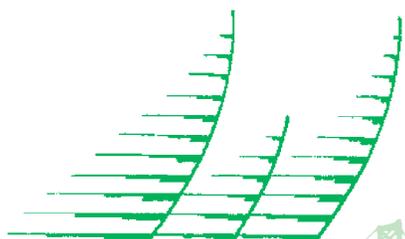
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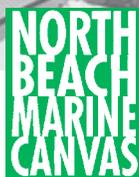
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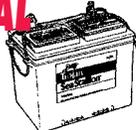
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LETTERS

Just as we believe that all the sons and daughters of all the Presidents, Senators and Congress members ought to have to serve in any wars declared by the United States, if the 72s are to be used in the America's Cup, we think the primary financial backers of each syndicate, as well as officials of the Event Authority, should have to be aboard. It might help them focus on the risks involved.

INFLATABLE PFDS FOR THE CREW

I have sailed multihulls off and on since I was about 20, and I'm now 65. I sailed the TransPac on a trimaran in the early '70s where we averaged 17 knots for three days straight. I sailed a 20-ft Tornado cat from Point Fermin to Avalon, a distance of 18.5 miles, in one hour and fifteen minutes. Evolution in multihulls has made these achievements rather insignificant. I'm in awe when I watch the videos of the AC72s on their foils at speed.

The sailing envelope for catamarans is completely different than for monohulls, and it is not conservative at the high end. I don't know exactly what the upper limit on speed of these boats will be, but I'm relatively sure that it will approach 45-50 miles per hour. There is nothing safe about traveling 45-50 miles per hour on the ocean while under sail. To expect that these 72-ft behemoths will balance at speed on their foils through the wind shifts of San Francisco Bay — both expected and unexpected — without the use of trim tabs on their rudders is a bit naïve.

On the other hand, this is the environment — both financially and technologically — in which these problems need to be addressed. Multihull sailing has a lot of advantages over monohull sailing. The early determination of the solutions for the problems that surround this type of sailing could have benefits for all those who love the balance and speed that catamaran sailing has to offer.

I offer two suggestions:

1) There may need to be some re-thinking on the use of trim tabs. As the center of effort shifts forward at 45 to 50 miles per hour, the bows on these monsters will go down quickly, and pitchpoling could follow. This problem is compounded by the weight aloft, as well as the driving force on the tall foils. Trim tabs might help solve these problems.

2) Many of the crew have life jackets that are not the inflatable type. When a catamaran of this size tips upside down, the trampolines cover a large surface area. The life jacket may have enough upward force to keep an individual under the trampoline for the first few minutes after the incident. If inflatable jackets were worn, perhaps then a crewmember could get out from under the trampoline before he expires. I'll grant that this only works if he is conscious. If he is unconscious and already under the trampoline, I have no suggestions other than that this would be a crew training issue.

Dennis Clinton
 San Diego

Dennis — It seems to us that inflatable life jackets are the last thing the AC crews need. We rescued the crew of a flipped Corsair 670 tri during a Santa Barbara to King Harbor Race, and one of the crew was tremendously shaken. His auto inflating PFD had inflated while he was beneath the boat, making in nearly impossible for him to swim out from beneath the pretty small multihull.

LOOKING AT THE CLIPPER ROUTE FOR THE BASH

In the April 5 'Lectronic there was a report from Ryan Shamburger, skipper of the Sausalito-based 82-ft schooner

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Neil Rabinowitz photo

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LETTERS

Seaward, who reported on their making it from Cabo to San Francisco Bay in 11 days, 11 hours using the 'Clipper Route'. The skipper said that the weather forecast had been ideal for the Clipper Route. Can you explain what conditions/forecasts would be good for taking the Clipper Route? I've done the Baja Bash many times and would welcome an alternative.

David Hume
Planet Earth

David — The Clipper Route was popular with square-riggers of the 1880s because they didn't sail to weather well and because they didn't have engines. Indeed, there are accounts of old-time sailing ships taking three weeks to make 10 miles

to the good along the coast of Baja. So the clipper ships would head off the Mexican coast on starboard tack until they started getting lifted. Usually this would mean initially having to sail almost southwest, which was about 90 degrees off course from their ultimate destination. And usually they wouldn't start getting lifted very much by the northeast trades until they were 500 or more miles due west of where they'd started from. They'd then stay as hard on the

'Seaward' got lucky with 60 hours of southerlies blowing her home. far enough north that they could flop over onto port in northwesterlies, again hard on the wind, to lay their intended landfall. Because you usually can't flop over until you get pretty far north, the Clipper Route makes more sense the farther north you want to go. For instance, it makes a lot of sense if you need to get to Seattle from Cabo, but almost no sense if you just need to get to San Diego.

With all due respect to Capt. Shamburger, based on Seaward's plotted course as seen in 'Lectronic, they made out like bandits with a weather anomaly — including 60 hours of southerlies along the California coast — because they didn't have to sail anywhere near as far offshore as a traditional Clipper Route.

If people want a somewhat more typical experience doing the Clipper Route, they should visit www.sailblogs.com/member/secret/?xjMsgID=3773, which is the 2002 blog of the late Terry Bingham of the Union 36 Secret O' Life. While it's true he started from Zihua, almost 400 miles to the south of Cabo, and finished at Newport, Oregon, several hundred miles north of San Francisco, it took him 28 days to cover the 3,250 miles. Yeah, it's that far, and yeah, it was all hard on the wind.

As for a 'good' forecast for doing the Clipper Route, we're not sure there is such a thing. Starting off with as many days of southerlies as possible would be excellent, of course, but in that case you'd be crazy not to make the straight shot to California instead of sailing 500 miles offshore in search of a lift. Similarly, weather forecasts are only good for a few days, and any Clipper Route passage is going to be a pretty long one, so you're going to have to accept whatever comes along.

We've had readers rave about their Clipper Route passages back to California and what nice weather they had, and we've had others bemoan the fact that they spent most of a month 500 miles offshore slamming to weather in 25 knots. The way we see it, there are two potential downsides to a Clipper Route. The first is that once you start, you're pretty much committed. The second is that unlike the coast of Baja, there are no anchor-

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LETTERS

ages along the way.

Readers, if you've done a Clipper Route trip back to States, we'd love to hear about your experience.

↑↓ THOUGHTS ON THE ATLANTIC HURRICANE SEASON

I read that Colorado State University's hurricane forecast team is predicting that there will be 18 named tropical storms in the Atlantic/Caribbean this season, with nine of them becoming hurricanes, and four of them becoming major hurricanes. The forecasters say that the warming of the waters in the tropical Atlantic and the anticipated lack of El Niño winds in the Pacific will be the primary reasons for the increase.

I know *Latitude* has been skeptical of the Colorado State forecasters in the past, so I wonder if you have any comment this year.

Jim Sexton
No Boat Right Now
San Jose

Jim — We can tell you that Donald Street doesn't think much of their forecast for the June 1 to November 30 season. "I'm convinced that those boys are blowing 100% smoke," he wrote.

Younger sailors may not be familiar with the man. But Street, now 80, has spent 57 years cruising to and around the Caribbean, most of it on his 46-ft yawl *Iolaire*, which was built in 1905. It's significant that the heavy old boat hasn't had an engine in something like 40 years. Street nonetheless says he has 300,000 miles with the yawl, all of them, we can assure you, while holding a bottle of Heineken in one hand. Street has also been a prolific author of cruising guides and cruising articles, and was in the marine insurance business for 51 years. So when he talks, it's worth listening.

"I have been closely studying hurricanes since 1954," he says, "when I spent the summer trying to dodge them in Long Island Sound. After 1990, when Klaus caught me and everyone in the Caribbean completely unaware, I made an in-depth survey of past hurricanes. It was easy, as I used the data in Tropical Cyclones of the North Atlantic Ocean 1871-1998 (with updates available to 2012), also known as the 'hurricane book'. It has the track of every hurricane and named storm since 1851. If someone went back and compared the Colorado State predictions to what actually occurred, they would come to the conclusion that their predictions are pretty useless!"

Street can certainly be vexatious, but this time we think he's spot on. Consider that last year the Colorado State guys predicted 10 named storms, 4 hurricanes, and 2 major hurricanes. To say their predictions were off would be akin to saying the Pacific Ocean is a small body of water. After all, there were 19 named storms, 10 hurricanes and 2 major hurricanes. Last season wasn't the quiet season they forecast at all, but rather tied for the third worst, with the highest number of named storms in a season in the last 150 years! So how are we supposed to have much faith in their forecasts?

Hurricane Fun Fact #1 — The year with the greatest number of named storms in the last 150 years was 2005, when there were an astonishing 28 — eight more than the next highest year ever. We remember it well, because we'd gotten big Profligate out of the Caribbean just in time.

Hurricane Fun Fact #2 — A 'major hurricane' is a 3 or higher on the 1-to-5 Saffir-Simpson Hurricane Scale, which means sustained winds of at least 96 knots. When we dropped the Olson 30 La Gamelle off at The Shipyard in St. Martin, where she'll spend the hurricane season on the hard, we got to talking to manager Hank Engelkens about hurricanes. "If we get a Category 1 or 2, we should be all right," he told us. "But if we



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LETTERS

get hit by a 3 or 4 . . . " He just threw up his hands. He didn't have to tell us. When Category 4 Luis hit St. Martin in 1995, something like 700 of the 750 boats that had taken shelter in Simpson Bay Lagoon were either badly damaged or destroyed.

↑↓CCR'S NEWEST HIT SINGLE

I found the following quote from Naomi Crum's *May's Changes* to be memorable: "Got bogged down in Nicaragua because of a bad turnbuckle." Therein lies the rhythm of waves and a song's lyric.

Shirley Burek
Moffett Federal Airfield

Shirley — *It's not exactly John Fogerty's "stuck in Lodi again", but it's more exotic because of the reference to Nicaragua, and because hardly anybody gets stuck anywhere because of a bad turnbuckle.*

Speaking of bad turnbuckles, there were a couple of options Naomi may have had that could have kept her from having to wait for a stainless turnbuckle from the States. The first would have been to track down a galvanized turnbuckle. Unlike specialized stainless turnbuckles, galvanized ones are easy to find even in Third World countries. Another option would have been to make a couple of deadeyes from some hardwood to replace the turnbuckle. That was the way they tightened shrouds in the days of wooden ships and iron men. Thanks to low-stretch synthetic fibers, deadeyes have been coming back on some of the most high-tech boats.

↑↓BE CAUTIOUS WHEN BUYING A USED LIFERAFT

As we got ready to sail to the South Pacific a year ago, we needed a liferaft. We found an ad on Craigslist for a used Plastimo for \$800. We called the seller and arranged a meeting on our boat on Harbor Island in San Diego. Two seemingly nice guys, with connections to the marine industry, showed up.

We had a lengthy conversation about our planned trip to Mexico and the South Pacific. They talked about their experience sailing to the South Pacific, and we were impressed with their knowledge. We explained that we were on a tight budget, which was why we were looking for used equipment. The one fellow convinced us that the Plastimo Offshore raft for four people was exactly what we needed. He said it was only four to five years old and had never been used. We inspected the canister, gave them \$800, and got a handwritten bill of sale.

After the purchase, a friend recommend that we have the raft inspected. When we did, the certification company



LATITUDE / LADONNA

informed us that not only was the raft unsafe, the condition of its contents was dangerous. It turns out that the raft had never been serviced and none of the recalls performed. The valves and bladder were no longer warranted by the manufacturer, and could not be replaced. The air cylinder could not be refilled, and the batteries had leaked acid, ruining the pack. There was a service manual inside the canister that showed the liferaft was 20 years old!

Insist that any used liferaft purchase be contingent on a full inspection by a pro.

We asked ourselves if we'd been stupid or the sellers had been irresponsible. We talked with several experts to find out



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if it is illegal, maybe even criminal, to sell useless safety equipment. We got mixed opinions. We would appreciate response from the sailing community, and maybe some advice on what to do. Our attorney is convinced we would win in small claims court.

Herbert & Gitta Kellner
Prana, Hunter 45CC
Puerto Vallarta, Mexico

Herbert and Gitta — If the story you tell us is accurate, we don't think you've been so much stupid as trusting. Unfortunately, given the plunge in social values these days, being trusting has become almost equivalent to being stupid.

It's against the law to grossly misrepresent something that you sell. That would include lying about the age and condition of the product. We have no doubt you could win your case in small claims court, but we doubt that it's worth \$800. After all, you've got to track down the seller and show up in court, and even if you win, it can be a hassle — if not impossible — to collect the money. In our view, the time and aggravation of trying to get satisfaction from apparent scumballs wouldn't be worth the money.

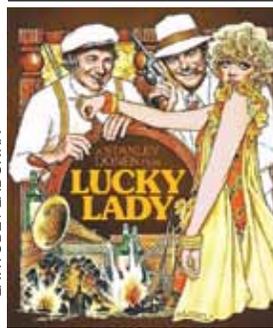
When buying a used liferaft, we recommend the purchase be conditional on the raft's passing certification or having had a very recent certification that the repacker would vouch for. You don't want to take off across the Pacific unless you know your liferaft is in excellent condition.

↑↓ "WHAT HAPPENED TO DISNEY'S MORGAN?"

Since the editor asked for inquiries such as this, we'd like to know whatever happened to *Orient*, the 80-ft S&S teak sloop, and *Soliloquy*, the 1934 12 Meter that we raced on back in the '60s and '70s out of Marina del Rey. What majestic sailboats they were! Also, what happened to Roy Disney's *Peregrine*, a Morgan ketch?

Ed & Connie Quesada
Sirena, Cardinal 46
La Paz, Mexico

Ed and Connie — We think your memory might be playing



'Orient' was used in 1975's 'Lucky Lady', starring Burt Reynolds, Gene Hackman and Liza Minnelli.

Barbara, who had her beautifully restored in Channel Islands Harbor. She's now permanently moored in Santa Barbara.

According to the 12 Meter Class records, there never was a 12 named Soliloquy. We remember Roy Disney owning a green ketch, but it certainly wasn't a Morgan production yacht.

↑↓ LOOKING FOR VIKING

From 1971 to 1978 I sailed on *Viking*, a double-ended



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wooden sloop berthed at the Alameda Marina. She was a sturdy 28-ft Scandinavian design with good freeboard and a substantial bowsprit. She took the very worst and windiest days on San Francisco Bay in stride. I believe she was owned by William Phillips and maintained by his son. I've often wondered what became of her.

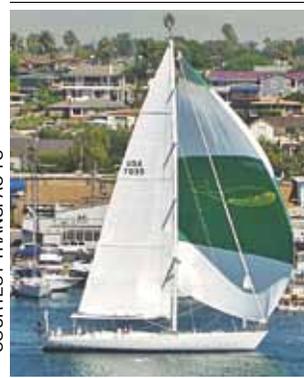
Carol Putman
Walnut Creek

↑↓ WINDWARD PASSAGE'S LEISURELY RETIREMENT

Whatever happened to the 73-ft ketch *Windward Passage*?

Mike Jackson
Wings, Columbia 5.5
Alameda

Mike — As you surely know, *Passage* was built on the beach in Freeport, Grand Bahama, in the late '60s for Robert Johnson, owner of Georgia-Pacific Lumber. His goal was to better the TransPac time of his previous yacht, the great Herreshoff ketch *Ticonderoga*. Considered the precursor of modern maxi yachts, the fir, Sitka spruce and epoxy *Passage* set all kinds of records on the East Coast and Caribbean, and set elapsed-time records for the TransPac in 1969 and 1971. She participated in many St. Francis YC Big Boat Series, both as a ketch and a sloop, as well as the Pan Am Clipper Cup in Hawaii and many other events. After a long career as one of the most famous racing boats ever, she's enjoying a leisurely retirement in Newport Beach, where she is kept in immaculate condition and, at last word, was being sailed every Tuesday.



COURTESY TRANSPAC YC

'Passage' is the only boat ever to have had one of her crew waterski behind her in the Big Boat Series.

After a long career as one of the most famous racing boats ever, she's enjoying a leisurely retirement in Newport Beach, where she is kept in immaculate condition and, at last word, was being sailed every Tuesday.

↑↓ NEVER A ROUGH PUFF

Back in the '60s there was a Snark boat that was heavily used for advertising Kool cigarettes. I was in Hawaii at the time, and it was perfect for my sailing needs. I bought mine secondhand for \$50. Because the 'hull' was made of lightweight polystyrene, I could throw it on top of my car myself. But I could also sail her with one or two people aboard. She was distinctive, like all her sisterships, for having a green and white sail with the word KOOL on it. (Kool cigarettes were flavored with menthol.) When I was done sailing for the day, I would rinse off the boat in my pool.



KOOL

How 'kool' would it be to find a Snark with an original sail?

Phileta Riley
ex-Eagle, Cal 35
Bandon, OR

↑↓ AN UPDATE ON PUFFIN

What ever happened to *Puffin*, Bird Boat #12? I sailed on her from 1948-'53 when my dad owned her. We used to race her against Myron Spaulding. Some years ago I donated a few bucks to have her taken from San Rafael Boat Works to

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somewhere else for possible restoration. She had somehow gotten a big hole in her starboard side. I never heard anything more about her.

Ron Witzel
Staff Commodore
Marin YC

Ron — As Editor LaDonna Bubak reported in the May issue's Boatyard Tour, wooden boat restoration expert Rick Mercer is hard at work on Puffin in Larkspur.

↑↓ **GRENDEL IS LIVING THE GOOD LIFE NOW.**

Whatever happened to David Vann's CT 50 *Grendel*, the boat that got stuck in Puerto Madero, Mexico years ago,



STEVE LACY

and became the part of the basis of his rather dark article in *Outside* magazine? I know that *Grendel* is alive and well, because I own her! She's been lovingly restored with a new engine, Electrosan toilets, new sails, new paint — and looks gorgeous. She sailed

'Grendel' is still happily sailing in SoCal.

on San Francisco Bay for many years and was, in my opinion, the most beautiful boat on the Bay. Now I keep her in Southern California.

It's true that *Grendel* had a rough life even before Vann owned her, but let me tell you, she's living the good life now.

Eva Pardee-Russell
Grendel, CT 48
Southern California

↑↓ **ANYONE SEEN IN LIEU OF?**

Sometime around 1970 I took my first sailboat ride. It was on my brother's Newport 30, *In Lieu Of*, and we headed out of Ventura Harbor for Anacapa Island. Halfway to Anacapa we were smacked by a full-on Santa Ana. The roller furling jammed and the cable for the wheel steering parted. We then learned you had to remove the steering pedestal to put on the emergency tiller. I'm not making this up! Anyway, I was hooked on the sport from then on.

In the '90s, long after my brother had sold her, we crossed tacks with her between Alcatraz and Angel Island. I've always wondered what happened to her.

Jimmie Zinn
Dry Martini, Morgan 38
Point Richmond

↑↓ **REALLY LIVING!**

Reading the *Sightings* piece about the most recent Banderas Bay Regatta, we were reminded of the 1994 BBR. It was a smaller event, but the members of the Geriatric Racing Syndicate — Ralph, 75, foredeck; me 68, tactician; and Richard, 62, helmsman — won second place. Richard was a bit young for a Geriatric, but he owned the boat, so we were stuck with him. This was reported in *Latitude* with a picture of the crew and trophy. I'm sure that we wouldn't have done as well if we'd had the distractions of the bikini-clad women on some of the other boats that year.

Unfortunately, I'm the only remaining member of that team. But at age 87, I'm still sailing. This year we will buy a boat to

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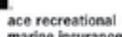
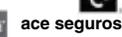
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spend our remaining summers on the Bay. The way we see it, when you are aging, you have to decide to either just live or really live. We believe that teaching our great-grandchildren the joys of sailing and the beauty of the Bay will be really living. Anyway, when I can't sail, I will only be existing.

When we completed our cruise to Florida that started aboard our Challenger 32 *Utopia* with the 1993 Ha-Ha, we bought a home on the Gulf Coast of Florida. We still have the house, and I still sail a Big Fish, which is Island Packet's Sun Fish on steroids. The Bay Area is still our real home, but we can't afford to live here full time.

Jack & Sandy Mooney
ex-*Utopia*, Challenger 32
Hudson, FL

Jack and Sandy — Good on you!

↑↓ **FOR THE SPIRIT OF THE CRUISER RACING SERIES**

I didn't write about cruiser racing last month, as I wanted to let the heat die down a little after the collision between *Blue* and *Camelot*, which resulted in sailmaker Mike Danielson suffering two broken legs. But now that some time has passed, I would like to pass on what I learned from the cruiser racing series that I ran in Marina del Rey for something like seven years.

To give you some background, I'm the guy who started the cruiser racing series in Marina Del Rey in the late '80s, and helped get the Windjammers YC's Del Rey to San Diego cruise class started in 1989. This became the model for all subsequent cruiser classes in Southern California distance races, such as the Newport to Ensenada Race and the Del Rey YC race to Puerto Vallarta, as well as cruiser classes in many local races. And when we wrote in to join the 'Over 30 Club', *Latitude* said that I might even be the 'Grandfather of the Baja Ha-Ha'.

As we own a very heavy Taiwan-built cruising boat, and since I participated in quite a few PHRF races, I like to think that I had an idea of what was keeping the vast majority of cruising-style boats and casual sailors from coming out racing. Here is what I came up with back in the day to try to solve that problem:

1) If at all possible, avoid using a yacht club race committee. They insist on using traditional starting procedures and racing rules, which confuse and intimidate non-racers. In the Windjammers YC's cruiser series, we conducted the races under the International Rules of the Road, not the racing rules. Protests were not permitted. I was a benevolent dictator, and would have barred any bad players. But I never had to because there weren't any. The Windjammers YC had 12 cruiser races each year, and in the seven or so years I ran them, I don't recall there ever being a collision.

2) I had a mandatory Skippers Meeting at the club prior to every race, where I explained the starting procedures. I used starting shapes and sounds as a teaching tool, but we did the starting countdown over the radio. If a boat was over early, we didn't have them return for fear of collisions, but gave them a five-minute penalty.

3) I always made the starting line long, perhaps a quarter of a mile.

4) Boats always started in the same direction, no matter which way the wind was blowing.

5) The courses were cruiser-friendly, which meant — gods permitting — lots of reaching.

6) Boats were divided into classes by boat length — under 30, 30 to 40, and over 40. Within these classes were sub-

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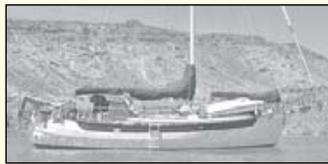
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classes: spinnaker, non-spinnaker, doublehanded, female skipper, and so forth.

7) We also added or subtracted a few seconds to handicaps depending on whether boats had better sails and equipment, if they were liveboards, and if the skipper had lots of experience. We also had a golf-style handicap system, which leveled the field after a few races.

8) We gave out lots of trophies, as many as seven deep in class. We had nice season trophies, too.

9) The most important rule, however, was that we didn't permit any known race boats or boat designs primarily used for racing to participate. At that time in Marina del Rey, this eliminated boats such as Schock 35s, all the J/Boats, the Martin 242s, and because there was a big one-design fleet at the time, even Cal 20s. Being a benevolent dictator, I would also not accept the entry of any boat that I didn't feel was right for the spirit of the series. Naturally some people were unhappy with my decisions, but if you try to please everyone, you please no one. But I think this is the primary thing that kept the series successful and safe.

Depending on the weather, we'd average 45 to 65 entries per race. We once had more than 80 boats.

In my perhaps not-so-humble opinion, eliminating the race boats and known racers from cruiser races in Mexico might result in greater participation by cruisers.

I read *Latitude* cover-to-cover every month. I hope that you will continue to organize and manage the Ha-Ha, as Enola Gay and I can't wait to participate when we're finally able to retire in a few years.

Wayne & Enola Gay Warrington
Elfinstar, Explorer 45
San Pedro

↑↓DON'T BE SO SERIOUS

I organized and participated in cruiser races in Mexico for about a decade in the '90s, and the guiding principle was 'when you're racing for fun, winning isn't about beating other people'. The cruiser racing fleets seemed to be smaller and less formal back then. The more organized things became, and when the resident populations of places such as Puerto Vallarta got involved, the more difficult it became to keep the focus on fun instead of winning.

I was closely involved with the Banderas Bay Regatta from the time it began in 1991 with rabbit starts, to the era of the fully hosted gala event it later became. In my opinion it was an ugly evolution compared to the Baja Ha-Ha, which has managed to stay a light-hearted celebration of sailing fun.

In the case of the Banderas Bay Regatta, I think the problem centered around the need to make the event important enough to justify increased community support. And a substantial winner's trophy and bragging rights became a central symbol of the event's importance. Without the event's being so important, it would have been silly to lavish time, energy and resources to host a regatta that ended with a grand trophy banquet around a pool with all sorts of luminaries and officials in attendance.

The true silliness is that the organizers saw the ragtag regatta of mismatched sailboats as a fleet of equitably handicapped yachts vying for a grand prize. The fact is that the real pleasure of a ragtag regatta is to have a good time on the water with sailing friends, and then have a good time with them ashore after the race.

Early foreshadowing of the looming importance of the Banderas Bay Regatta was the appearance of serious people — and worse, serious racers. As a result, I urge the current

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LETTERS

generation of cruiser race organizers to be wary of serious racers and of significant awards for winning the races.

In the cruiser races that I ran in Mexico in the '90s, the first trophy I awarded was always the '#1' — which went to the skipper who demonstrated that he wanted it more than anyone else. Rarely was another competitor jealous of that win. The memory of a good time, and maybe even a painted wooden fish, were the most valuable trophies that anyone could take home.

Tim Tunks, aka Padre Timo
Santa Monica

Tim — Although we agree with your guiding principle and analysis, we have to point out that the Banderas Bay Regatta has had a long and mostly illustrious history. Thousands of sailors have had a lot of fun participating in it, and to our knowledge



WEBB LOGG

there have only been a few unpleasant incidents. Although the two broken legs and the resulting firestorm mean we have no idea about the future of the event.

For readers who may not understand Tunks' reference to "painted wooden fish," he's referring to the ones you buy for a dollar in any tourist area of Mexico. When he ran cruiser races in Mexico, he would give these out as trophies. When we started the Ha-Ha, we recognized that the cute but humble 'trophies' were a brilliant way to keep participants from taking the competition too seriously. Not only do we still use these wooden fish as trophies in the Ha-Ha, they've turned out to be very popular mementos of the event. Some boats that have done multiple Ha-Ha's have multiple trophy fish — with ribbons signifying if they got first, second or third, third being the worst you get in the Ha-Ha — hanging in their nav station. We've even seen Ha-Ha boats that have gone all the way around the world return to California with the fish still at their nav station.

↑↓ CALLING ALL SC50 OWNERS

I've spent the winter researching all the Santa Cruz 50s and their owners in order to establish a master list of their current names and locations. I just saw a *Changes* from David Addleman, owner of the SC50 X. This boat is not on my list, and I would love to contact him. Could you help?

Ellen Kett
Octavia, Santa Cruz 50
Santa Cruz
bucciell@aol.com

Ellen — We'll be happy to forward your request to him in the Philippines, where he's currently on X. And to use this opportunity to encourage other SC 50 owners to contact you.

↑↓;CUIDADO! WATCH YOUR DEPTH AT PUERTO SALINA

I hope that *Latitude* will alert readers to the hazardous entrance channel at Marina Puerto Salina, a private marina located about 20 miles north of Ensenada and 50 miles south of San Diego. Sailors doing the Bash may be tempted to enter this marina based on its slick website (www.marinapuertosalina.com), which promises modern facilities and an entrance channel with a minimum depth of 14 feet at "low low tide."

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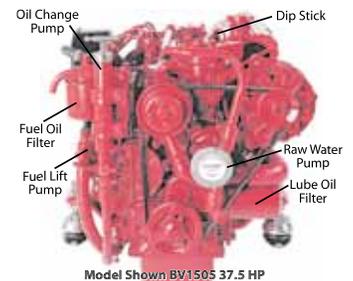
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LETTERS

When we arrived outside the marina on May 4, we tried to hail them on VHF without success. I thought it would be safe to enter based on the depth information provided on the marina's website. I had also stopped by the marina when I drove by last December, and was assured by the staff that

COURTESY SABBATICAL



The entrance at Puerto Salina may be too shoal for comfort.

they welcome visitors. Nobody mentioned any problems with the channel shoaling.

When we entered the channel with our Mason 33 *Sabbatical*, we found the actual depth to be barely five feet at high tide. We were lucky that we didn't go aground. People with boats in the marina told us there have been a number of groundings in the channel recently, some causing serious damage to boats. We were also told that several large sailboats are trapped inside the marina because their draft is too great.

The marina was apparently dredging the channel up until about six months ago when they had problems with their dredging equipment.

In order to find a safe escape route for *Sabbatical* the

COURTESY SABBATICAL



Dredging operations were halted after apparent equipment failure.

next day, I made a careful survey of the entrance channel using a handheld depthsounder on May 5. There is a path — hug the south side of the channel near the ocean and then the north side near the marina — that allows a minimum depth of six feet at high tide. But I do not recommend that sailors try it. The channel is open to the west, and strong swells would make it very dangerous for a boat that had run aground.

As of May 6, when we made it out on a high tide, the marina had not posted signs warning of this hazard. We feel that we were very lucky to get in and out without damage. Until Marina Puerto Salina solves their shoaling problems, we think sailors should avoid it.

My wife Claudia and I are veterans of the 2009 Ha-Ha on *Sabbatical*, and the 2012 Ha-Ha as crew on *Talos IV*.

Bill & Claudia Thompson
Sabbatical, Mason 33
Long Beach

↑↓ **SHOWERED IN BATTERY ACID**

In *Lectronic*, you asked about experiences with boat batteries blowing up. Two years ago I blew the crap out of my four three-month-old 6-volt Trojan golf cart batteries. All 860 amp hours worth! It was a self-inflicted explosion that occurred as I was tracking down a short in our electrical system while getting ready to do the Banderas Bay Regatta.

To make a long story short, I was lying across the batteries, disconnecting cables to begin chasing the short near the batteries. Alas, I inadvertently dropped a cable onto an opposing post. The explosion was instantaneous and fucking huge! It blew the tops off all four batteries, showered me with battery

Photo By: Leighton O'Connor

PHOTO: DAVE TOWLE



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LETTERS

acid, and left my two assistants — Eric Anderson of *Full Shell* and Jack McFadden of our crew — choking in the smoke-filled cabin. After making sure there was no fire, I rushed up to the shower to flush my face, which was bright red and had a few cuts from the hydrometer I had stored in the battery compartment. We never did find a trace of the hydrometer.

Lessons learned? Cover the terminals when working on a battery and wear safety glasses. The latter was the only thing that saved my eyes. I eventually found the short — a crappy connection in a \$1.25 lug.

P.S. Thanks to Elizabeth at Vallarta Yacht Supply at Paradise Marina, who loaned us a battery while having replacement Trojans shipped from the U.S., we took second in class in the BBR!

Chip & Katie Prather
Miss Teak, Morgan 45
Dana Point

↑↓ IT'S NOT RARE FOR WET CELLS TO EXPLODE

Based on my career as a marine surveyor, it's not rare for wet cell batteries to explode. In fact, the subject is usually raised about once a year on our SAMS in-house forum for marine surveyors.

In addition to the cause that *Latitude* mentioned — low electrolyte levels allowing hydrogen and oxygen to accumulate — there is also a danger when an automatic battery charger is connected, especially to a bank of batteries. If a cell in a battery drops out, it lowers the overall voltage that the charger sees. In response, the charger starts putting out more power, which quickly overcharges the remaining cells, which produces serious gassing, heat and depletion of electrolyte.

I know of several instances from here in the Brisbane area. A new catamaran was being commissioned with solar panels and new battery banks when the boatbuilder's wristwatch shorted something on a battery. It blew up in his face. The assumption is that the solar panels were overcharging the batteries.

In another case, a surveyor colleague of mine was about to enter an enclosed engine compartment when the owner said, "I'll start the generator for you." When he hit the starter, the generator battery exploded all over the engine compartment. A couple of years ago, a new owner of an old fiberglass powerboat replaced all the batteries with cheap automotive batteries and had an automatic charger in the circuit. The batteries exploded so violently that they blew a hole through the boat, sinking her.

Paul Slivka
SAMS, AMS, retired
Brisbane, Australia

↑↓ OXYGEN ISN'T FLAMMABLE

Good warnings on the danger of batteries exploding.

But I have a correction. Hydrogen is flammable, but oxygen is not. Oxygen is what is needed to support flames or other forms of 'oxidation' of other substances.

Jack A. Everett
Sr. Electronics Engineer
Oxigraf, Inc

↑↓ EXPLODING BATTERIES ARE NO JOKE

Latitude is a great magazine, but you made a mistake when you wrote that hydrogen and oxygen are both highly flammable and explosive. Of the gases produced when batteries are charged, only the hydrogen is flammable. The oxygen is, well, it's the oxidizer. Because there's a lot of oxygen from the

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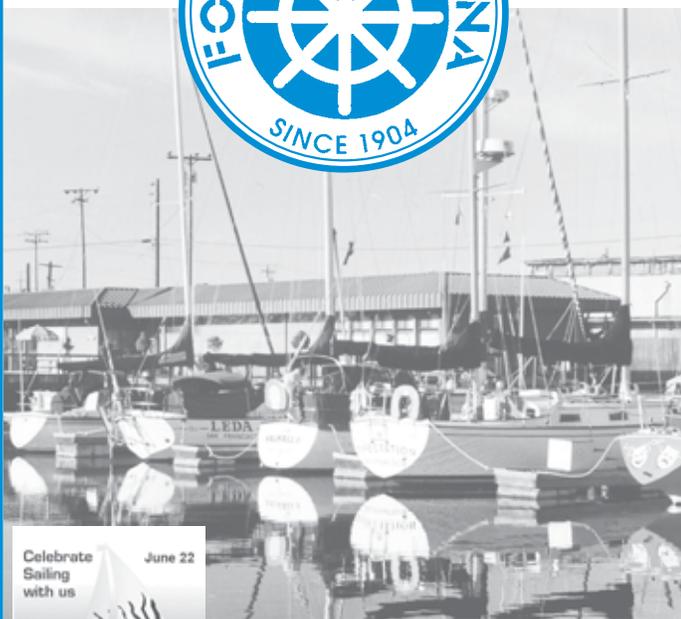
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LETTERS

electrolytic breakdown of water, the mixture with the flammable hydrogen is explosive.

The passenger airship *Hindenburg* "burned violently" rather than just blowing up like a fertilizer plant because the pure hydrogen in the gas bags had to wait for some oxygen to come near so it could burn. And that happened 76 years ago last month.

But you're right, exploding batteries are no joke. My house bank is beneath my quarter berth, and I have a tiny brushless — read: 'sparkless' — DC fan to blow a little bit of air through there whenever my shore charger or engine alternator is on. I don't want that kind of a wake-up call. At least the hydrogen doesn't sink into the bilge like gasoline and LPG vapors do. Just open some ports and hatches and away it goes.

Mark Sutton
Oregon

↑↓ AGM BATTERIES ARE A GOOD ALTERNATIVE

I've seen a few batteries like the one in the *Lectronic* photo. *Latitude*'s advice is good: keep the water above the plates and ventilate the area. But battery spaces must be vented upward to avoid trapping hydrogen, which is lighter than air. It's not easy to reach an explosive concentration of hydrogen if there is any ventilation to speak of, but it can happen.

It's also important to keep battery connections clean and tight, as this avoids sparks in a critical area. I use a torque wrench on high-current connections.

I would also add a caution regarding ferro-resonant battery chargers. These older units are still found on lots of boats, and can be recognized by the humming that varies with load current. They are very reliable units, which is why they're still around, but they don't treat batteries well. When I see them, I normally recommend that my customers replace them. I justify the expenditure by explaining that battery life will likely be increased when using a three- or four-stage charger with battery temperature sensing.

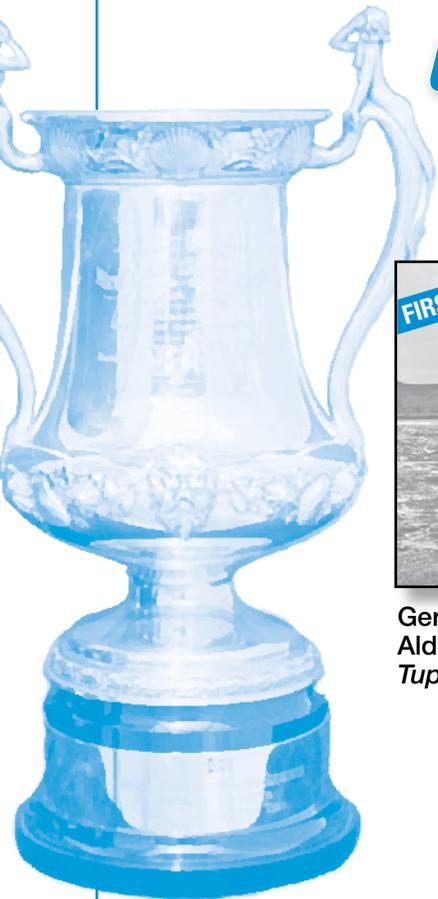
But the thing I especially don't like about ferro-resonant chargers is one of their failure modes — they can turn into an unregulated supply capable of significant current. This was the cause of one battery explosion I had to clean up. The charger said "I've got 18 volts here for you, and you can have up to 50 amps of it." BANG! The explosion blew the hinges off the louvered door of the locker above the battery compartment.

Once the water falls below the plates, things get bad fast. Both hydrogen and heat will be produced, and pressure within the battery case can exceed the vents' ability to release it.

For customers who are unlikely to check their battery water often enough, I suggest AGM (Absorbed Glass Mat) batteries. These have improved to the point where the only real disadvantage is cost. But it is critical that *all* sources of charging be configured for AGM batteries, and this may require modifications to some internally regulated alternators. So check for that before buying them.

Lithium batteries are starting to be seen on racing boats. These make lead-acid batteries look baby-safe by comparison — as Boeing is finding. At least when a lead-acid battery explodes it probably it won't burst into flames and set fire to your boat. I would only install a lithium battery in a fireproof box along with a dedicated controller with access to each individual cell voltage. Victron has such a system, and there may be others.

Michael Daley
Laughing Matter, Islander 36
Redwood Coast Marine Electrical, Richmond



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LETTERS

↑↓ THE WANDERER ISN'T RETIRED?!

Our *Latitude* arrived 'late' here in South Maui this month — the 6th, instead of the 2nd or 3rd, and I have no clue how your staff gets it out so fast — and I took it out to the beach to settle in for my monthly fix.

Lo and behold, a few letters in was a shocker. The current urban myth, which I have to say has been circulating around the sailing community for some time, is that the Wanderer had gone into semi-retirement and, as I recall, in his own words announced some time ago that he would slow down, actually do some cruising, and enjoy the fruits of his labors. Trust me, many of us were thinking just that.

But no! Far from kicking back and just enjoying the tropics, the Wanderer is working harder than ever from early morning to well past dark in a windowless tattoo parlor followed by a quick beer and crashing back on the boat. Holy cow, there goes that balloon!

But then, I guess I really shouldn't be that surprised. I've spent some time both hanging out and sailing with the Wanderer and there's a reason *Latitude* is so successful, and it's because he works his tail off. I remember clearly one short passage on *Profligate* where nearly the whole crew were trying to get him to slow down. Turns out he sails the same way, not in the racing sense, but just go, go, go from sun-up on.

I remember meeting his dad at an event years ago and thinking what a mellow guy to raise such a hard-driving son. Secretly it would be great to see him slow down as I thought he had — God knows he deserves it, and there is, after all, a great staff back at base camp.

Mark Joiner
Dolphin
Kihei, HI

↑↓ THEY WERE NEVER TO BE SEEN AGAIN

A year ago I had my first and hopefully last experience with a lead acid battery exploding. It was a five-year-old battery used to start my onboard generator.

I usually top off the battery water every four to six weeks, but in this case it might have been twice as long. The battery was hooked to a West Marine charger, and we were on shorepower. The battery was enclosed in a commercial polyethylene battery case and strapped closed. There were vents in the top of the battery case and the battery was located in the engine room, essentially a closed space.

When I hit the starter switch for the generator's monthly workout, there was a loud bang in the engine room. When I opened the hatch, I was greeted with a cloud of what smelled like sulfuric acid, with splashes of the acid around the engine room. There were also parts of a busted battery case strewn around. Nobody was hurt, but it sure was a mess. The analysis was that the battery was old and probably needed water. When I hit the start switch, the current flow made some part of the internal battery glow hot or spark, igniting hydrogen gas.

I think the lessons are to water your batteries on a rigid schedule or install an auto watering system, or buy AGMs or equivalents; and have a substantial, well-vented battery box. And maybe actively blow your engine room clear before pressing the start button.

The genset battery blew up while I had two prospective buyers — a nice man and his boat-skeptical wife — looking at my boat. They had toured the boat, were enthralled, and started talking about new carpeting and artwork when I volunteered — volunteered! — to show them how everything, including the generator, worked so well. After the explosion

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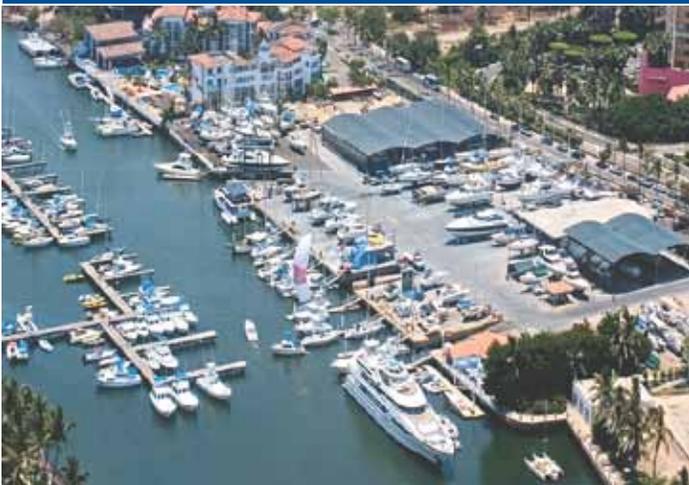
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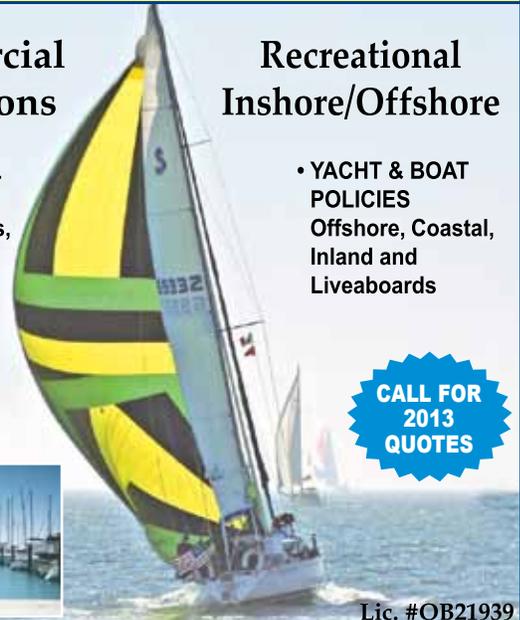
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LETTERS

and cloud of sulfuric acid, they were last seen hightailing it over Potrero Hill like characters in a Roadrunner cartoon, never to be seen again.

Bruce Adornato
Pelagic Magic, True North 38
South Beach

↑↓ "I WASN'T GOOD-LOOKING TO BEGIN WITH"

When I was 17 or 18 — a century or two ago — I attempted to 'jump start' a boat engine by hooking up the 6-volt battery from my VW bug to the boat's 12-volt starting battery with jumper cables. I never was that bright. (Sigh.)

Oops, because as I completed the connection, the 6V battery blew up in my face. Fortunately, I was at Hickham Harbor in Hawaii and there was a lot of water nearby. I got in it quickly. This had nothing to do with my presence of mind, but rather my girlfriend's quick thinking. I think she was less than impressed with my skill as a mechanic. There was no permanent damage done, as I wasn't very good-looking to begin with and my eyesight was never that good. But the explosion did get my attention.

John Tebbetts
Ichi Ban, Yamaha 33
San Carlos

↑↓ CAT-SPECIFIC OFFSHORE TRAINING TRIPS

I am interested in gaining some offshore sailing experience, and recently attended John and Amanda Neal's seminar at the Strictly Sail Boat Show in Oakland. The seminar was terrific, and I'm tempted to join them on one of the trips to get offshore experience. My problem is that I'm kind of hooked on catamarans. Do you know of any school or program that provides offshore experience in a catamaran? I realize many of the skills will be the same, but still wondered if there was an option for training on a catamaran.

Chris Peterson
San Francisco

Chris — Sorry, but we don't know of any offshore catamaran training programs, at least not any with as detailed a curriculum or as long a history as the Neals'. While most of the stuff the Neals teach would translate directly to sailing offshore on a catamaran, there are a couple of major differences. For example, our biggest catamaran fear is getting caught with too much main up while sailing off the wind. The problem is that as you round up to get into position to reef the main, the apparent wind increases like crazy, particularly in the 'zone of death'. We've had helmsmen on Profligate inadvertently come up from a deep reach to a beam reach, and in a matter of seconds the boat speed increased from the low teens to the attention-getting mid 20s. If you round up into the wind in too strong a breeze, the cat could flip, at least if she were a performance cat. You don't have that problem with a monohull.

All the rest of the cat-specific stuff would be pretty easy to pick up over time. You'd have a lot of fun learning it, too, as it's almost like learning to sail all over again.

The other thing to keep in mind is that the sailing experience on a cat is so very different than on a monohull. The lack of fatigue from not heeling over and rolling, the 360-degree visibility, the speed, and the tremendous amount of deck and cabin space. While we love the much more active sailing required on a monohull, such as on the Olson 30 La Gamelle — five solo circumnavigations of St. Barth! — after a few hours we really want to get back on the cat.

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– Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

did three-day charters on Profligate from Redondo to Avalon to Two Harbors to Newport over long weekends. While we didn't have a curriculum, they were good introductions to open-water catamaran sailing. We've been thinking about doing some again next summer.

KEEPING AN EYE OUT FOR A LOOSE CABOOSE

When I drive the 285 miles from Bakersfield to my Uniflite 42 in Glen Cove Marina, one of the first things I do is pick up my copy of *Latitude*. I may be a powerboater, but most of the information in your fine publication pertains to all mariners.

There were two articles in the March edition that I found especially interesting. One was the powerboat vs. ferry tragedy in Raccoon Strait, and the other was the sailboat collision with the barge under tow just outside the Golden Gate Bridge. As *Latitude* pointed out, keeping a sharp lookout at all times is critical for safety.



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In the article about the barge, LaDonna Bubak made an excellent analogy comparing the barge to a "run-away train." As a retired freight train conductor, I know all too well what can happen when high tonnage vehicles — be it a barge, ship or train — are freely

moving with momentum. Even in emergency situations it takes a lot of time and effort to stop or redirect them.

Being totally aware of your surroundings, and what may be below the surface, is the only prudent way for a mariner to operate. In train operations, we say you want to be thinking two miles ahead. The same kind of thinking can and should be used when in the same area as larger vessels on the water.

I really enjoyed the last few words of Bubak's article. "Always, always check behind a tug to be sure it's not actively towing a loose caboose." My yacht is named *Loose Caboose*, and so far in my explorations on the water, I haven't — knock on wood — had to be towed behind a tug! I have, however, assisted a couple of boaters who needed to be towed behind my *Loose Caboose*!

Aboard *Loose Caboose*, we keep a sharp lookout for problems that might arise, just as the crews did on trains. In fact, I always ask my guests to keep a sharp lookout, too. But to me, it's mind-boggling that, even with all that open water out there and all the electronic safety devices, vessels can still be involved in tragic accidents. Even in excellent weather conditions. All because the skipper and crew weren't thinking of the big picture or they let their guard down.

The sailing season is upon us, so please, everyone, safety first!

Larry A. Fredeen
Loose Caboose, Uniflite 42
Bakersfield / Benicia

DON'T PLAY CHICKEN WITH TUGBOATS

Friends and I had an exciting experience with a tug and tow some years back when I was crewing on their C&C 36. We left Smugglers on Santa Cruz Island under sail and headed to Channel Islands Harbor. As we did, I noticed a military-style

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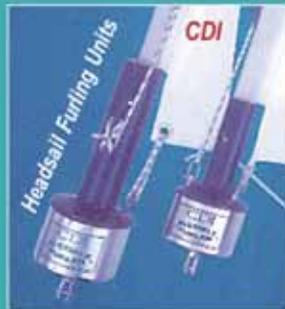
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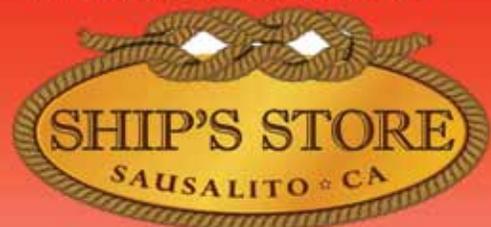
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LETTERS

ship coming toward us from the direction of Santa Barbara. Although the wind and haze had picked up, I was later able to see that there was another smaller vessel ahead of it.

It was impossible to see the tow cable, but I could tell the larger vessel was being towed. The tug was being forced inland and was desperately trying to get the tow out to sea — which meant on our path home. We made a quick tack toward Santa Cruz Island, the tug changed course, and went safely on its way.

It's always good to keep a safe distance from a tug, both for you and the tug.

Lance Carlson

Whatever, MacGregor 26
Oxnard

Lance — If you can't figure out whether a tug has a tow — a black diamond shape, if the length of the tow is over 200 meters; no shapes if less than that — or where they are headed, you can always hail them on either Channel 13 or 16.

REGARDING THE DEATH OF WILLIAM HOFFMAN

On March 11, there was a report in *Lectronic* that the Mexican Navy had found the body of William Hoffman aboard his Ilwaco, WA-based vessel *Dark Star* at Chamela Bay on Mexico's Gold Coast. The report stated that since there weren't any signs of a struggle, authorities were treating it as a suicide. It was also reported that Charlie Free, a friend of Hoffman's, felt that it would have been out of character for Hoffman to commit suicide and that something else must have happened. I'm addressing my comments to Mr. Free.

I sail on *Sea Note* and was in Chamela the morning that your friend was found. Our boat had been checked out by the Mexican Navy, who went to *Dark Star* next. When they couldn't rouse anyone, they came back to us to ask for assistance. The Navy officer in charge explained that they couldn't go aboard a boat unless they were invited. I returned to *Dark Star* with the Navy. When there was no response to my hail, I climbed aboard and found Hoffman's body. I called the Mexican Navy officer, and he came aboard and took photos.

It appeared to me that there hadn't been any foul play. For one thing, his cell phone and a camera were sitting on the counter in plain view. There was also a small amount of blood on the table. It seemed to me that Hoffman had fallen, struck his head, and made an attempt to pull himself up off the floor.

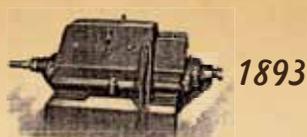
There wasn't a lot of blood, so I don't believe Hoffman had slashed his wrists, as was reported in *Lectronic*.

I must say that the Mexican Navy treated the situation with the greatest of respect. They posted a guard shortly after the body was discovered, and asked me if I would mind staying in the harbor until their investigation was completed. They removed the body shortly after dark that day, and towed the boat to Barra de Navidad. Once this was done, they told me that we could continue with our trip.

Please pass our condolences on to Hoffman's family.

Ray Wood
Sea Note
Mexico

Ray — We appreciate your firsthand account. The news reports coming out of Mexico — which are often unreliable because of translation and other problems — said that Hoffman had slashed his wrists and something resembling a suicide note had been found. We put much more credence in your account.



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LETTERS

↑↓ CRUISING WITH DOGS IN MEXICO

We on the San Francisco-based Switch 51 *Neko* have signed up for this year's Baja Ha-Ha, and will be bringing our dog along. We're wondering if you have any information on bringing pets into Mexico. In addition, maybe you could create a list of others bringing pets to Mexico so we could communicate with each other. I'm guessing that past participants may have some insight.

Mary Perica
Neko, Switch 51
San Francisco
svneko@gmail.com

Mary — Many cruisers bring pets to Mexico on their boats, and most are dogs. They don't seem to have any problems. But since we're not experts on the subject, we'll ask them to write in with any tips or suggestions.

The one thing we do know is that dogs are not allowed in Mexican Nature Preserves, which means they aren't allowed on any of the islands in the Sea of Cortez. This is not unusual, as pets aren't allowed on any of the islands in the Channel Islands National Park either.

We're sorry, but we don't have the time to create a list of Ha-Ha folks taking pets to Mexico, but we'll publish your email address so people can contact you in case you want to start a 'pet group'.

↑↓ EIGHT BELLS FOR BILL MERRICK

Bill Merrick, my husband, passed away on April 15, shortly after his 64th birthday. Many *Latitude* readers raced with Bill in the Singlehanded Sailing Society. In addition, he and his Ericson 35 *Ergo* competed in the 2004 and 2006 Singlehanded TransPacs, and he was Commodore of the SSS.

Born in Pennsylvania, Bill was a strong Irish-American who could figure out how to do just about anything. This resourcefulness would later serve him well as a singlehanded sailor. He began sailing in Annapolis after meeting the skipper of the U.S. Women's Challenge entry in the 1993 Whitbread Race. In

exchange for Bill's fundraising advice, they taught him to sail and he raced with them for about a year.

After moving to San Francisco in 1994, Bill sailed on Al Holt's Olson 30 *Think Fast* for two years, then bought his first boat, a Catalina 22. In recent years when he wasn't sailing *Ergo*, he enjoyed crewing on Jim Quanci's Cal 40 *Green Buffalo*. He had a great time helping sail *Green Buffalo* back after the 2012 Singlehanded TransPac.

Bill Merrick passed away in April.

About nine months ago, Bill was diagnosed with stage four small cell cancer, a cancer with zero survival rate. He compared the day-to-day experience as "a bit like dealing with a coastal gale. You sail the boat, work until you vomit, and when things get really interesting, go below, read a book and see what happens next." Bill rode that gale with grace for six months.

Bill had an abiding respect for Singlehanded Sailing Society friends and was proud to be part of their adventures. After he became too sick to travel, many of the skippers he cared so deeply about stepped forward to prepare *Ergo* for sale. Their kindness during this time was a gift that both of us were so grateful for.

Each night, even after hours of intensive chemotherapy and radiation, he would smile at me and say, "We had a good day today." Bill deeply appreciated his friends in the sailing

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LETTERS

community and I would like to thank them all for helping make each day a good day.

Sara Merrick
Madison, MS

↑↓ THE ECONOMY CRUISER'S BEST FRIEND

I think there is a conspiracy afoot. In 20 years of sailing and cruising, I've noticed a very disturbing bias in the sailing and cruising media in favor of a 'spend a lot of money, hire experts for everything, and only take advice from those who do' mentality.

We were not an anomaly 20 years ago when we first sailed around the Pacific on our inexpensive 32-footer, and on a shoestring budget. Like many others, we did *all* of the work on our boat, scrimped on virtually everything beyond the seaworthiness of our vessel, avoided expensive — and even inexpensive — marinas, and essentially had a great time on very little. Since then we've found that the number of cruisers in that category are becoming about as common as hen's teeth. And those doing it are viewed as either an amusing anomaly or, for some unfathomable reason, a threat to those with the 50-footers worth more than the total wealth of most villages they anchor in front of.

While reading some boat design forums about origami boatbuilding recently, I've noticed that much of the bias is created by an alliance between the boating media and the businesses supporting them. Take the example of Brent Swain, one of the pioneers of origami boatbuilding in North America. His very successful designs — which are simple, easily built and maintained, and most importantly are affordable to average-income folks — have been safely sailing the oceans for the last 20+ years. But Brent has been attacked unmercifully on the sites and made to look like some kind of a boatbuilding hack. There have been unsubstantiated claims that Swain was somehow out to fleece his customers, was unqualified to design and sell boat plans, and generally didn't know what he was talking about.

That these charges couldn't be farther from the truth can be attested to not only by me, but by more than a hundred other very satisfied owners of his simple yet elegant boats. I have personally sailed one of his designs some 60,000 miles around and across the Pacific, including high-latitude sailing in the Southern Ocean as well as the Aleutians.

As for Swain's being "out to fleece" his customers, I can say that in 14 years of knowing Brent, and having never paid him anything other than \$20 for one of his excellent books, he has always been quick to respond to any questions I've had regarding his design. In addition, he's given me extensive free advice on techniques for building everything from a windvane self-steering gear to a simple alternator welder to a terrific home-made watermaker. In short, Brent Swain is the do-it-yourself-and-on-a-budget sailor's best friend.

I guess it's no surprise that he has been banned from several boatbuilding sites. Why? Because he challenges the status quo. And because he advocates a simple, inexpensive approach to boating while eschewing the "just throw money at it and pay experts" approach advocated by the advertising sponsors of the boating media. Most of these so called 'experts' are armchair designers who've never built anything — let alone built and lived on their designs, cruised the oceans with them, and maintained them for decades on a budget. Folks like Brent are a threat to their businesses, and banning his input is their answer to that threat.

So why aren't there many young folks out sailing and cruising the world on inexpensive boats on a shoestring budget?



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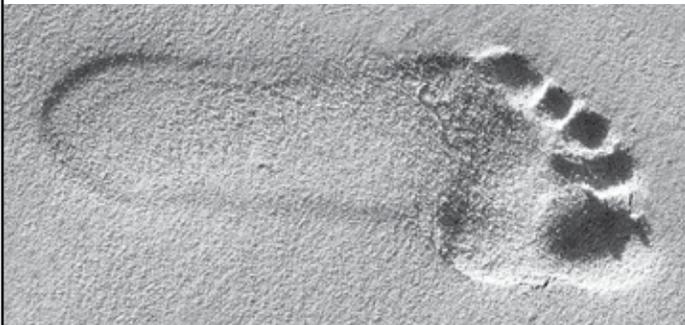


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LETTERS

Because there are getting to be so few boating media sources willing to risk the ire of their corporate sponsors and allow folks like Swain to convince people it's still possible to safely enjoy sailing the oceans on a slim budget.

To anyone who isn't a trust-funder or dot-com millionaire, but still wants to live the dream of cruising the world on a sailboat, I recommend reading Swain's book, *Origami Metal Boatbuilding — A Heretic's Guide*. Even if you're not interested in building a metal boat, you'll find many useful ideas and a philosophy that will help you achieve your sailing dreams without spending a fortune.

Andy Deering
Indefatigable, Brent Swain 36
Sitka, AK

↑↓ **BE CAREFUL WHAT YOU WISH FOR**

I just purchased a Farallon 29. The interior structure is so bare bones that gutting it and starting over seems like the best course of action. I'm looking for Bay Area owners of Farallon 29s/Bodega 30s who might be willing to let me peek at the interiors of their boats and ask what they might do differently.

As there is little evidence to suggest that the boat was ever used for more than day sailing — no name and no tankage of any sort, for example — I would love to find any previous owners of the boat to gather more info on her.

Gregory Watson
Farallon 29
Sausalito
keelhauled@gmail.com

Greg — We know you didn't ask, but we're going to have you answer the same question that we ask everyone who is starting to build or complete a boat. Is boatbuilding your passion? If the answer is no, we're going to encourage you to think twice about what you're proposing to do. Only experienced boatbuilders have even a remote idea of the time and expense involved in building or completing a boat. Even what seem like the easiest jobs seemingly take forever, and the cost in time and materials can be shocking. In the last 35 years we've talked to a lot of sailors who built or completed boats themselves. Several of them said they really enjoyed it and would even think about doing it again. The other 99% said it had been a mistake.

Good luck!

↑↓ **THANKS FOR THE HEADS-UP**

Many thanks to *Latitude* for the May 3 'Lectronic posting regarding the impending closing of Nelson's in Alameda. Without this posting we would never have known about it. We're in Mexico and have a 20-ft shipping container loaded with household goods and personal effects at Nelson's. If all went well, it was moved this morning to a storage facility in Vallejo.

Name Withheld
Mazatlan, Mexico

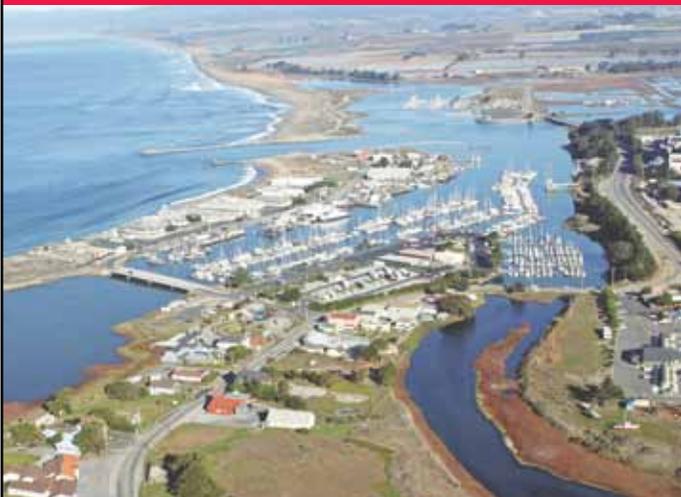
Readers — For more on the situation at what once was Nelson's, see this month's Sightings.

↑↓ **SETTING THE RECORD STRAIGHT**

Thank you for sharing my backdown reminder when anchoring, on page 40 of the May issue. Unfortunately, the editor, who frequently substitutes 'weight' for 'size' and 'size' for 'weight' when discussing ground tackle, took the liberty of doing the same in my letter.

I wrote ". . . anchors and rodes, none overweight to avoid

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Jean and Stephanie on SV Le Letty, a Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dinghy davits.



Joel on SV Compañera, a Tartan 3800, in La Paz, Mexico. Hydrovane mounted off-center to preserve the swim platform.



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SURVIVE YOUR DREAM

LETTERS

having to reduce the wine selection." With over 200 feet of 5/15-inch chain and four anchors aboard a sailboat with a 28-ft waterline, minimizing weight — without compromising safety — is paramount.

Therefore, all three rigged — and quickly deployable — anchors and rodes are in compliance with common recommendations such as those found in *Chapman Piloting*. These three have withstood small craft and gale conditions many times without failure — meaning separation. My fourth anchor — so far unused — is an oversized Fortress, which I keep disassembled. It is quite light.

My windlass is manual, which also provides high reliability and less weight than an electric windlass. The only bad thing is that it will not accommodate chain with a higher strength-to-weight ratio.

Speaking of chain — and chain failures, as per page 38 of the May issue — I suspect that much chain used for anchoring is of unknown origin and even unknown condition, thereby contributing to anchoring roulette. This can be avoided by using only proof-loaded chain from a reliable source and periodically inspecting all of it.

Per the West Marine catalog, the 5/16" chain aboard my *Arcturus* has a maximum working load of 1,900 lbs. Per common practice, it was proofed to 2x1900 (3,000 lbs) which, in turn, is half the breaking strength, which would be 7,600 lbs.

About every four years, all 160 feet of the now 18-year-old chain, and its splice to 140 feet of rope, are flaked on the dock, at which time I wire brush and vacuum off all the loose zinc, rust and other debris, allowing a careful visual inspection of each link. I primarily look for material loss due to rusting. Cold galvanizing — paint — is then applied. The other two rigged anchor systems get the same treatment, as do all the swivels and shackles — the latter being oversized at 3/8-inch. I have not observed more than about 10% in cross-section reduction or made any replacements.

Paul J Wall
Arcturus, Endeavour 32
Huntington Beach

↑↓IT WAS AN HONOR TO KNOW JOHN WINTERSTEEN

I have a correction to Mike Kennedy's note on the passing of John Wintersteen.

I was the chairman of the Long Beach YC's 1987 Cabo Race. We had 57 entries. On the night of the send-off dinner, I was at the podium going over last-minute instructions when Barney Flam walked up to me with a note in his hand. "Read it carefully," he said. I paused for a few minutes, as it was the sad news about John Wintersteen.

The note stated Wintersteen and crew were doing a man-overboard drill off Marina del Rey on his Santa Cruz 70 *Hotel California* when he collapsed and died. I had all 123 people at the send-off dinner stand for a minute to honor John. It was a very sad moment. We also paid tribute to him at the trophy presentation in Cabo.

It was an honor to know John.

Roby Bessent
Long Beach YC

↑↓TRAUMATIZED BY TRIG AS A TEEN

As a teenager, I was traumatized by a close encounter with calculus, and my struggles with high school trigonometry are a dismal memory. So I have some questions about the process of calculating spinnaker halyard length as described in the May *Max Ebb* article.

I greatly admire Max's skills as a sailor, navigator, engineer

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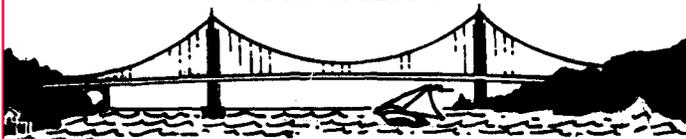
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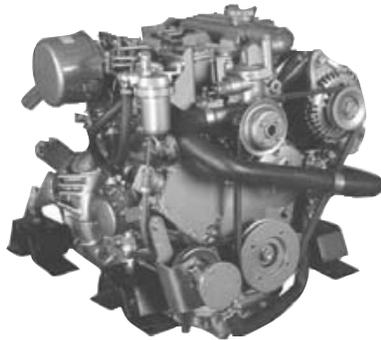
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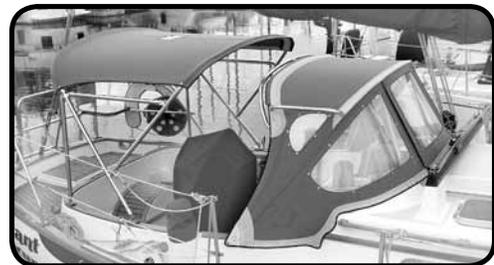
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LETTERS

and writer, so broaching this topic elicits the kind of anxiety that a snail might experience when approaching a salt pile. But here goes.

Calculating the ideal halyard length is a non-intuitive exercise, as one has to take into account the length of line needed to drop the sail to deck level while still leaving sufficient tail beyond the rope clutch/winch. Compounding the trickiness is the fact that a symmetrical chute floats at, and must be retrieved from, a point well outside the centerline of the boat.

"(The halyard) has to be as long as the square root of the mast height squared plus the sum of the quantity pole length plus spinnaker luff squared," noted the engineer."

Does this mean the square root of (mast height squared plus pole length squared plus spinnaker luff squared)? Square root of (mast height squared plus pole length (plus spinnaker luff squared))? This might be obvious to a mathematician, something to which I shall never aspire in this lifetime. On the surface the solution resembles a Pythagorean equation, but all three sides of the triangle — mast height and length of spinnaker luff and pole — are already known values.

Is this something like a three-dimensional right triangle? Would Max be so kind as to provide a solution using hypothetical numbers?

If anyone even mentions M.C. Escher, I'm turning the page.

On another note, my sweetie, a former Coast Guard boat-swain's mate, also does 'Chinese handcuff'-type splices on cored line. When the splice is completed, he places a whipping on it, sewing one pass of twine through the heart of the splice to prevent its flogging loose when the line isn't tensioned.

Jean Ouellette
San Francisco

Jean — Here's an answer from Lee Helm:

Max always passes these questions on to me, just because he can't write clearly. I mean, like, that's what he gets for trying to use words to describe a formula; you never really know where the parentheses go, and I guess editors don't like multiple nested parens in a text stream. He should have written it like this: "... the square root of ((mast height) squared plus (the sum of the quantity pole length plus spinnaker luff) squared)."

But it reads much better as $\text{SQRT}(I^2 + (J+SL)^2)$ where SQRT is the square root function, and I and J are the usual halyard height and pole length abbreviations, and SL is spinnaker luff length. (It would be even clearer if I could just use a square root sign instead of SQRT , but we'll totally be lucky if those exponents of two come out as superscripts by the time ink hits paper.)

Anyway, Max didn't parse the words either, but even he recognized it as the hypotenuse of the right triangle formed by the mast as one side and the spinnaker streaming out from the end of the pole as the other side. So it's obviously the square root of (one side squared plus the other side squared), and Max mumbled something about "the son of the squaw of the hippopotamus being equal to the sons of the squaws of the other two hides" proving that he has, in fact, passed middle-school math.

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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SIGHTINGS

l'hydroptère prepares for pacific run

This summer is looking like the one in which the TransPac record will be broken. The 100-ft long ultra-maxi yacht *Ragamuffin* has come from Australia to have a go at *Alfa Romeo's* monohull record, the turbo'd and lengthened ORMA 60 tri *Tritium* is gearing up to tackle the



Alain Thébault made good use of his and *l'Hydroptère's* time on San Francisco Bay.

existing multihull race record and, as you read this, the famous 'flying fish' trimaran *l'Hydroptère* will be waiting for a weather window to take on the outright speed record from Los Angeles to Honolulu.

Having recently obtained some much-needed sponsorship and funding from Parisian architect John Nouvel, it looks as if *l'Hydroptère* skipper and founder Alain Thébault may finally achieve

his dream of "flying" across an ocean on a sailboat. It's a dream that began for Thébault in 1985 with his first small-scale model of what a foiling trimaran should look like.

In 1987, with support from French sailing icon Eric Tabarly, Thébault built a one-third-scale prototype of *l'Hydroptère*, before building the real thing in 1994. Ten years later, the boat was actually sailing and breaking records, culminating in the world sailing speed record set in 2009 at an astounding 50.17 knots average speed over one nautical mile. (That record has since been smashed by *Vestas Sailrocket 2*, which now owns the record at 55.32 knots over one mile.)

This record attempt isn't just about speed and getting to Hawaii faster than any other boat in history. It's about proving that the concept of foiling not only works but is also seaworthy. Of course, now everyone and their mothers seem to be foiling — AC45s and 72s, Moths and pretty much every hot new catamaran being built rides up on the foils. Heck, in New Zealand they've already begun adapting foils to offshore racing monohulls.

But no one's ever crossed an ocean on a 100% foiling sailboat. This is Thébault's dream. And it's a dream that holds major implications for the sport that we all love. If and when *l'Hydroptère* breaks the LA-Hawaii record, nearly every ocean sailing record on the planet will be under threat. Foiling is the future and in *l'Hydroptère's* undisturbed, high-speed wake, a new generation of record-setting ocean-going boats are sure to be built.

Sailing the world's first ocean-going foiling sailboat is no small undertaking. Fortunately, Thébault has three of the best sailors on the planet to help him get his beloved boat to Hawaii in one piece: Vendée Globe veterans Yves Parlier and 'King Jean' Le Cam as well as eight-time circumnavigator and The Race veteran Jacques Vincent.

l'Hydroptère was recently re-launched in Alameda and should have sailed down the coast to Los Angeles by the time you read this. The current TransPac record is held by Bruno Peyron's maxi-cat *Commodore Explorer* at a relatively soft 5d, 9h. Expect *l'Hydroptère* to either crush the existing record or crash spectacularly! Follow their attempt at www.hydroptere.com.

— ronnie simpson

nelson's eviction leaves boats stranded

It's a common belief among Bay Area boaters that the combination of sky-high property values and strict environmental regulations would make it nearly impossible to open a new boatyard alongside San Francisco Bay these days. So the abrupt shutdown in late April of Alameda's long-established Nelson's Marine was troubling even to

continued on outside column of next sightings page

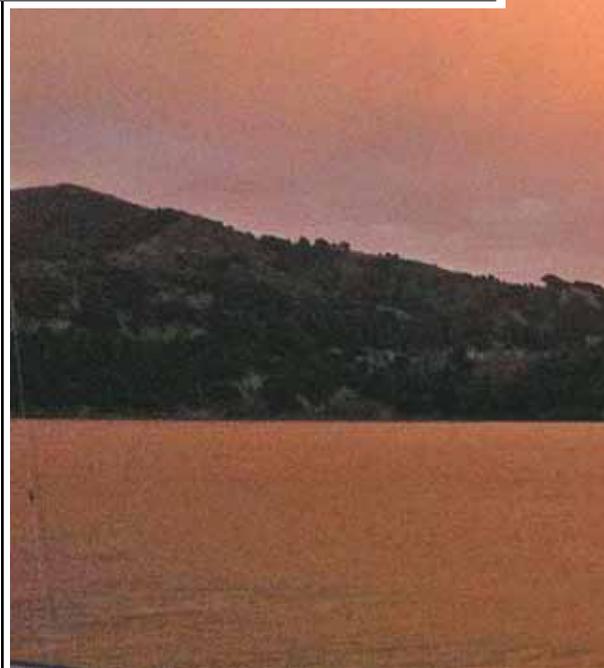
jeanne socrates

Been wondering about Jeanne Socrates, 70, who's on her third attempt at a non-stop solo circumnavigation? The intrepid British grandmother left Victoria, BC, on October 22 aboard her Najad 380 *Nereida* and is now on the final leg of her voyage, having crossed the equator on May 17. "I can't believe how slow these last few weeks have been, and how far west of my planned route I am now," she reports.

Socrates spent three months transiting the Southern Ocean before frequent calms slowed her progress. "I found myself drifting southwest (the opposite direction she was trying to go) in no wind several times . . . backward!" she says. On



The Flying Fish set a Bay speed record when she averaged 37.5 knots over one nautical mile.



on final leg

top of all that, gear failures and equipment damage have keep her busy. From a mainsail that is now only half-usable to both of her computers croaking, her trip around has been anything but a pleasure cruise.

Jeanne's next hurdle is to navigate *Nereida* past the reefs, atolls and islands scattered between Hawaii and Midway, then on to Victoria. She hopes to finish this month, which would make her the oldest woman to solo nonstop around the world, and the first woman to do so having started from North America. Keep track of her progress at www.svnereida.com.

— *ladonna*

nelson's — cont'd

boaters who've never used that yard's services.

The City of Alameda and yard owner Carl Nelson have been butting heads for months, if not years, over a variety of issues including numerous code violations, thousands of dollars of unpaid rent and thousands more in unpaid fees. But the squabble came to a head in late April, when Nelson was evicted from the property by Alameda County sheriffs. At that point, though, the city's headaches over the Alameda Point property were far from over. An estimated 200 boats were still on the property — some simply in dry storage, and others in various stages of disrepair. Nelson's departure was so sudden that absentee boat owners had not been contacted to alert them to the situation.

Although several former yard workers and at least one former customer spent days splashing as many boats as possible before sheriffs arrived with padlocks on May 10, many more are now held 'captive' within the yard's vast compound. Their owners will now have to deal

continued on outside column of next sightings page



Nicolas Baverez, Yves Parlier, Jacques Vincent, Alain Thébault, Rob Douglas and Jean Le Cam spent last summer setting records. They hope to do it again this summer.

SIGHTINGS

nelson's — cont'd

with city officials to retrieve them, but we're told that a process is being streamlined to free the stranded fleet. It's been widely reported that housing projects and other development will soon occupy the prime waterfront property, which once belonged to the Navy.

Established in the mid-'80s, Nelson's was a prominent institution within the Bay Area marine community. Its founder, the late Hal Nelson, was instrumental in bringing PHRF racing to the Bay, as both he and his son Carl were very passionate about local racing.

— andy

all kinds do the ha-ha

One of the most interesting things about the Baja Ha-Ha cruisers' rally is the wildly diverse range of people it attracts. During the 19

continued on outside column of next sightings page

summer

Grab a Sharpie and put a big circle around June 22 on your calendar, because you don't want to miss out on participating in the annual global celebration of sailing called Summer Sailstice.

Summer what? *Sailstice!* It's a play on words that simply translates as a day when sailors all over the world celebrate the joys of sailing on the closest Saturday to the summer *solstice*.

Now in its 12th year, what originally sounded like kind of a goofy idea, has now been embraced by yacht clubs, sailing schools, waterside bars and restaurants, and independent boaters from San Fran-



SPREAD LATITUDE / ANDY; INSET COURTESY MYKONOS

sailstice

cisco to St. Tropez.

The brainchild of *Latitude's* associate publisher, John Arndt, the original concept was simply to give people a good excuse to use their boats and have fun. But it's grown to be much, much more than that. By registering on the website (www.summersailstice.com) you'll be able to find out about Sailstice events in your area, and become eligible for a wide variety of prizes, including a GoPro camera, a Maxwell windlass, a North Sails backpack and a \$5,000 credit toward a bareboat charter from Footloose, in the British Virgin Islands. Such a deal!

— andy



When the band starts rockin' at Bahia Santa Maria, it's hard for spirited cruisers like Marina and Myron to stand still. They'll be back at it this year during their sixth Baja Ha-Ha.

ha-ha — cont'd

years since its inception, sailors from nearly all walks of life have participated: mainstream professions such as teachers, doctors, lawyers, firefighters, nurses, engineers and construction contractors, in addition to others with unusual professions like gold mining, race car driving and brain surgery.

Regardless of what your own background is, you can't help meeting boatloads of new friends, some of whom may become longtime cruising buddies. This year — because it's the 20th edition of this 750-mile run from San Diego to Cabo — we expect that the 500-600 participants will be a particularly colorful and spirited group. Beginning in October, we'll introduce you to the entire fleet via three monthly installments of mini-profiles.

In the meantime, we thought we'd focus this month on two couples we find particularly interesting.

Jan and Ramona Miller of the once-Santa Cruz-based *Odyssey 30 Jatimo*, began sailing in 1958. They bought this 1968 Carl Alberg-designed yawl way back in 1979 and have chalked up thousands of sea miles aboard her ever since. The couple has done two South Pacific circuits and numerous trips between the Bay Area and Mexico, but they've not yet done a Ha-Ha. Having lived at Ensenada's Marina Coral for the past three years — which they love — they're ready for another coastal cruise. So on Monday, October 28, when the starting horn sounds off Point Loma, signaling the start of Baja Ha-Ha XX, Jan and Ramona will be there with their sails trimmed for the prevailing northwest breeze, which will push them all the way to the Cape.

Our second profilees this month are Myron and Marina Eisenzimmer of the San Francisco-based *Swan 44 Mykonos*. Having done five previous Ha-Ha's (2000, '02, '06, '09 and '11), they are what the Rally Committee lovingly refers to as "repeat offenders." They bought their lovely German Frers-designed sloop new 14 years ago, and she's still going strong — and lookin' good — today. Unlike the Millers, Myron and Marina haven't been seduced by the notion of longterm cruising. They just like to spend a season enjoying the sunny climes south of the border, then return home to the Bay. This year, they plan to stay south until May.

It would be interesting to ask them how many Ha-Ha-inspired friendships they've formed over the years, as both are gregarious, and have been known to shake their tailfeathers on the open-air dance floor at the annual Bahia Santa Maria dance party.

If you're thinking of Ha-Ha'ing this year, the organizers would love to have you. Signing up online at www.baja-haha.com only takes a few minutes, but it could change your life. If you don't have your own boat, consider trolling for a ride via our online Crew List, which is constantly updated.

— andy



LATITUDE / RICHARD

Jan and Ramona strike a pose with the hand-carved trophy they won last year in their adopted home, Ensenada.



COURTESY MYKONOS

With her pedigree and sexy lines, 'Mykonos' sails like a dream.

animal crew saves bridge jumper

Bumper sticker philosophers often quip, "If you believe in coincidence, you're not paying attention." Well, nothing will get your attention faster than being in exactly the right place at exactly the right time to save someone's life.

Scott Walecka, his daughter Hilary and friend John Mizzell found themselves in that position on the afternoon of May 20 when they pulled a jumper out of San Francisco Bay. The trio had left Santa Cruz at 2 a.m. to deliver Scott's Sydney 38 *Animal* to the Bay for the start of the Spinnaker Cup at the end of that week. "It was a totally mellow trip," recalled Hilary, who will be crewing for her dad in the race. "We started out in 10 knots, but the wind dropped off so we motored the whole way."



'Animal' was on her way to the Bay for the start of late May's Spinnaker Cup to Monterey Bay.

Hilary reports that the trip was taking longer than they'd expected, so they were anxious to get tied up at St. Francis YC. Around 2 p.m., *Animal* was about a half-mile from the Golden Gate Bridge when Hilary — who has very sharp, 23-year-old eyes — spotted something drop from the Bridge near the South Tower and make a big splash. "At first I thought it was a pelican but the splash was too big," she said. "I sat there wondering if I should say something, but then asked if anyone else had seen it."

They hadn't, but a Coast Guard *pan pan* and a hovering helo confirmed Hilary's suspicions. Scott immediately headed toward the flare that had been thrown in by bridge police behind the jumper, and the crew quickly spotted him. They threw the boat's LifeSling to him and he actively pulled himself in toward the boat.

Despite his obviously broken legs, the crew were able to drag the man aboard. "He was in and out of consciousness, but he was able to say his name was Brian, that he was from Alabama, and that he'd jumped with his dog," Hilary said. "We never saw a dog."

After the crew pulled him aboard, *Animal* beat feet for Station Golden Gate in Horseshoe Cove. Along the way, a Coast Guardsman came aboard *Animal* to help with the transfer of the man. "He warned me that it was quite possible the man had internal injuries," Hilary noted. As this issue went to press, there were no further updates on the man's condition.

Though the Bridge's cheerleaders understandably don't want to publicize it, the iconic structure is one of the world's most popular suicide destinations, and about one person a month decides to take his/her life by jumping from it. It's such an issue that it's not only the bridge police who monitor 'suspicious' pedestrians.

Latitude's Publisher and this writer have both been cautiously approached by individuals worried about our mental health when we were simply waiting for boats to sail under the '*Latitude* helicopter'. This is a heartwarming testimonial to the caring nature of the human species.

Big, huge kudos to the *Animal* crew for their heroic actions. Whether their being in the exact right place after a tiring 12-hour motor was coincidence or providence, we think it deserves serious attention.

— ladonna

la vie vivante

Who is that, port aft-on the Volvo 60 *Cuba Libre*? That would be our friend Marie-Claude Dubin. She started the Voiles de St. Barth regatta on the women's team *J/Boat*, but jumped ship after one race. "They wanted me to take photos instead of doing any of the real jobs," she sniffed dismissively as only the French can do.

So Marie-Claude starting walking the docks looking for another ride. She got one right away on *Cuba Libre*.

"Have you done the runners before," they asked.

"No," she replied, "but I can do it."

"All right," they said, "but you're go-



LATITUDE / RICHARD

Marie-Claude dancing with 'boy toy' Don Antonio of the Ponderosa, famous for having danced on stage for the Stones and Bob Marley.



COURTESY ANIMAL

"It was totally lucky we were right there," says Hilary Walecka.

à la poignée

ing to be the one keeping the mast from falling down."

Marie-Claude wasn't intimidated by the assignment. In fact, the lifelong war correspondent isn't afraid of anything and thrives on challenges.

"I've covered every significant war in the world since Vietnam," she explains. "Asia, Africa, the Middle East, I covered them all. I was one of just two journalists who was there to cover Rwanda. Now they want me to do 52 one-hour television shows about all the wars I've covered."

Marie-Claude also writes about all

continued in middle column of next sightings page

starship — 340 miles to the gallon

Having crewed aboard *Profligate* on Banderas Bay one day, we'd like to submit a review of the Pacific Puddle Jump we just finished aboard our Victoria, BC-based Islander 36 *Starship* in the hope it might be of some help to those who follow in our wake.

First, a few facts. We had three onboard, with Jonathan Busby as crew. We departed Punta Mita, Mexico on March 24, crossed the equator at 127° 50.745' W, and arrived at Hiva Oa in the Marquesas on April 16. That means we covered the 2,890 miles in 24 days. We used our engine for just 8.5 hours, burning just 4.5 gallons of fuel. Our best 24 hours was 158 miles, our worst was just 67. The most wind we saw was 30 knots.

In terms of wind, we had a great crossing. There were some light days, as is common, getting away from the coast of Mexico, but there was still enough wind for us to point in the right direction. This was mostly luck, as people who left a week later than we did experienced up to five days of dead calm!

continued on outside column of next sightings page



War correspondent Marie-Claude wasn't the least bit intimidated by handling the runners on a Volvo 60 in the Voiles de St. Barth.

SIGHTINGS

starship — cont'd

The highest wind we experienced on the whole crossing was about 30 knots during a squall. Our average wind speed was about 15 knots.

Our low engine hours were a function of the great wind and the fact that our 270 watts of solar panels meant we didn't have to use the engine to charge our batteries. We were very pleased by the fact we rarely had to use the engine because *Starship's* fuel capacity is just 50 gallons.

Keeping the battery charged was initially a big concern, as we weren't sure how much of a shadow our sails would cast on the solar panels. Since we were so close to the equator, it worked out that the solar panels were unobstructed most of the time. So even with Anne-Marie being net control for the Puddle Jump radio net — a power-draining job — we were able to keep our batteries well charged.

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la vie vivante

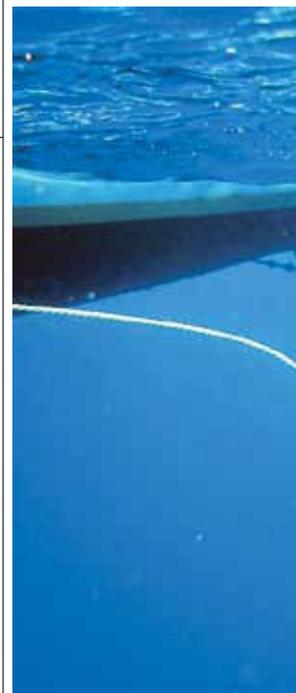
kinds of other adventuring, such as trips to the South Pole and the North Pole, and skiing in Greenland and other unusual places.

The thing about being a war correspondent is that while there is a good chance you'll get killed and you live in constant chaos and discomfort, you get paid really well. Marie-Claude owns a beautiful little compound in St. Barth, a house in the French Alps, and another home in some other cool place.

What separates Marie-Claude from most other women is not only that she's



Ann-Marie, Chris and Jonathan used just 4.5 gallons of fuel and 45 gallons of water during their Puddle Jump. The clothes hanging from the lifelines were washed in saltwater with no fresh water rinse. Saltwater showers and the occasional swim helped keep the sailors clean.



ALL PHOTOS COURTESY STARSHIP

— cont'd

fearless, but that she has endless enthusiasm and energy. For example, there's always a lot of music in St. Barth. But we never heard music and saw Marie-Claude at the same time when she wasn't either dancing or getting up to play her shakers and sing with the band. And she'd go on for hours.

Marie-Claude, the woman who did the runners on the Volvo 60 in the breezy Voiles, and who doesn't want to miss out on any bit of life, is 66.

— richard

**starship — cont'd**

We had a water capacity of 156 gallons, 56 of them in jerry cans. Yet we were astonished to find that the three of us used just 45 gallons in 24 days. In fact, our low use became somewhat of a legend in Hiva Oa, with people coming up to us and asking, "Did you really only use 45 gallons of water on the crossing?!" That works out to about 0.6 gallons per person per day for drinking and cooking.

Here are the main factors that allowed us to achieve such a low consumption rate: Saltwater faucets in the head and galley. Hands and dishes washed in saltwater. Teeth brushing using a shot glass to minimize wasted water (2-3 shots of fresh water per person teeth brushing). Saltwater showers using a bucket in the cockpit with no fresh water rinse. This is how we always shower anyway, usually by diving in instead of using the bucket.

Hand-washed our laundry in the bucket with salt water only, no fresh rinse. We were very pleasantly surprised how well that worked out; we could hardly tell the difference compared to fresh water-cleaned laundry.

Jonathan would put the juices from canned goods (such as corn) to other uses, such as boiling pasta. Other than the above means to save water, there were no restrictions on how much people drank.

Now for the fun stuff — what broke on our crossing:

One of the two bolts on the starboard side of the bimini hand rail snapped, leaving the handrail and solar panels drooping precariously. Luckily no one was hanging on for dear life when it happened, and it was quickly repaired. The bolt that broke is right where we always get onto and off the boat, so it was probably overworked for years.

The bow running light. It had always been precariously mounted on the bow pulpit, and it was finally knocked overboard by a sail.

The spinnaker was totally shredded by a nighttime squall. It will almost surely be prohibitively expensive to repair, so we'll probably just throw it out. It was a 'luxury' sail anyway.

The mast collar was sheared off the deck during the same squall that shredded the spinnaker. We believe it was a result of using our whisker pole as the spinnaker tack point, putting undue stresses onto the bottom of the mast. This has since been repaired.

We had a standard car stereo, which finally gave up the ghost. Luckily I was right beside it when it started to smoke!

Our Harken Cruising I Roller Furling broke while we were trying to bring in the 155% jib. It might be a little too much sail for that unit. It was easy to repair and I believe it's stronger than before.

We hope everyone else had as good a crossing as we did.

— chris fox

corinthian women rock the helm

"I was terrified!" exclaimed Alexandra Morgan. "Saturday morning, I was so frightened that my husband was very concerned." Morgan was leaving the house to pick up her friend and fellow student Holly Gardner on the way to the Corinthian Women's Sailing Seminar held at Corinthian YC on the sunny weekend of May 18-19. Gardner had taken the class the previous year; Morgan had never been on a sailboat before, but the seminar was her 47th birthday present to herself.

The Women's Sailing Seminar includes two days of classroom instruction in the morning, followed by sailing in the afternoon. All organizers and instructors are volunteers, and club members and other local sailors supply the boats.

"Taking the helm is not intuitive for me," said Carol Bowden, but she signed up because she enjoys boats. She'd only been sailing a couple of times before. "I'm learning a lot, but I'm hoping I get enough time to sail afterward to apply what I learn. A course once a month would help." The wind was light — even too light — on Saturday, and Bowden did fine on the wheel of a Beneteau 36. On the second day,

continued on outside column of next sightings page

SIGHTINGS

women — cont'd

she was nervous because the wind was up. “We found 10-12 knots in Richardson Bay. I got through it and became more comfortable.”

Cat Smith found that she likes to drive. “When I’ve gone sailing in the past I’ve been like Cleopatra on the Nile,” she said, “being handed food and drinks and not touching anything.” Over the weekend,



“The rabbit runs around the tree...”

Smith’s friend Karen Aiken began feeling comfortable at the helm. Her motivation to take the seminar: “I’m in charge of Sausalito YC’s Sister City relationship with Cascais, Portugal. Their youth sailing club will have an exchange with our youth sailors. I figured I needed to know something about sailing.” SYC is sponsoring the ROFF Cascais Sailing Team from Clube Naval de Cascais in the Red Bull Youth America’s Cup.

Kara Hugglestone, who grew up cruising on Chesapeake Bay, was the most experienced sailor we talked to. “I wanted to hone my skills because we’re looking to buy a boat. For those like me in need of a little refresher,

this is a perfect option. There is something special about training in a female environment — it’s more nurturing. The caliber of instructors is impressive, and their entertaining delivery makes it equal parts education and fun.

“I’d lost touch with sailing for a while,” said Hugglestone, “and then, after moving to San Francisco, I fell in with some serious racers. Given their technical skills, it was often easier to just stay out of the way. I’m happy to say that after completing day two I’m now much more confident. I was rocking the tiller Sunday!”

John Dodge, Hugglestone’s skipper on his Pearson 10M *Windhover*, explained: “Our regular headsail was damaged, so we had a storm jib up. The upwind groove was really narrow, about three degrees. And Kara held it in the groove for 10 minutes. I was quite impressed. We were doing 6.5 knots upwind.”

Johanna Corvello was the instructor on *Windhover*, although this is only her third year sailing. The first year, she chartered with friends. “I got to drive a lot,” she said. The second year was spent daysailing and racing, plus she took the seminar as a student. “I’ve sailed on a huge variety of boats out of harbors from around the Bay. Each skipper used different jargon, and the class helped me with the language.” Now she’s a regular Friday night racer. The new CYC member also raised more than \$28,000 in donations from sponsors for the seminar.

And how did the frightened Alexandra Morgan fare? “I was recently diagnosed with multiple sclerosis, after battling lupus for years,” she explained. “My balance and coordination are affected. I’ve worked with physical therapy and Pilates, which has helped, but I sat there in the Saturday morning class overwhelmed by the new vocabulary. During lunch, I thought I was going to throw up.” Her face lit up as she continued. “Well, not only did I helm the boat, I stood up at that wheel for 25 minutes. We had a fabulous afternoon — and my telltales were straight! This has been amazing.”

— chris

chichester circumnavigation redux

Everything old is new again, or so the saying goes. And the local Laser fleet is resurrecting an old race that hasn’t run for so long that it’s practically new.

The 23rd running of the Sir Francis Chichester Memorial Circum-

continued on outside column of next sightings page

british sailor

An experienced 38-year-old British sailor crossing from Osaka, Japan — where he’d been working for the last three years — to Hawaii, with plans to continue on to Southampton, UK, reportedly fell overboard the night of April 27 about 575 miles west of Midway Atoll. Luke Stimson’s fiancée, Laura Vernon, contacted authorities via sat phone after Stimson fell overboard — conscious and wearing



Spread: Let’s hear it for the girls! Inset: A student gets hands-on instruction on tying a cleat hitch.

lost overboard

a PFD — in 25-knot winds and 6-ft seas. According to news reports, Vernon was an inexperienced sailor and could only watch as the 38-ft *Jonetsu* sailed away from Stimson. She was rescued by a Navy helo the next morning.

An intense 50-hour search of the area turned up no signs of Stimson. It's unknown how Stimson fell overboard.

— *ladonna*

chichester — cont'd

navigation — a trip around Alameda for Lasers and Bytes — was last held in 1995. After an 18-year hiatus, the Chichester will be held once again, this time on June 22 as part of the Summer Sailstice celebration at Encinal YC.

The race requires sailors to circumnavigate Alameda Island in whatever direction they choose, and to pass under four low bridges without having them raised. "Sailors have tried lifting their masts out, while others have tried sailing while heeled at an extreme angle," says the secretary of Laser District 24. "And snowshoes are strictly

continued on outside column of next sightings page



SPREAD: GEORGE ELLISON; INSETS: JOHANNA CORVELLO

SIGHTINGS

chichester — cont'd

forbidden."

The gentleman, who prefers to remain unnamed, spent some time in the *Latitude* archives recently, digging up as much as he could on the race, which seemed to have fallen off the club's racing radar for reasons no one knows (or will admit to). "Morgan Larson won the 1990 Chichester in 2h, 43m going clockwise," he notes. "We think that's a record but Morgan won't confirm it."

Larson is contemplating joining the race again this year, along with fellow race veteran Commodore Tompkins, who sailed in it several times. "On one occasion, I used an old-fashioned sailboard," Tompkins recalls. "As I sailed along in third place toward the first bridge, I conceived the notion of lashing the tiller loosely amidships, standing

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holy exploding

Lead acid batteries are used as starting and house batteries on many boats and they usually work very well. But on rare occasions they explode while being charged. And they can explode with such force that they blow the top right off the battery case. Explosions can result in fires, and fires are never good on a boat.

Hydrogen and oxygen gases are produced when batteries are charged. Many lead acid explosions are believed to occur when the electrolyte level gets below the level of the plates, which would allow

The battery in 'Radar House' (spread) was topped off weekly, while the ones on 'Polaris' were rarely checked. Baking soda neutralized the battery acid in both cases.



SPREAD COURTESY RADAR HOUSE; INSET SHELDON EIRICKSON

batteries, batman!

for hydrogen and oxygen to accumulate. When the battery is engaged, it may create a spark that ignites the accumulated hydrogen, and the oxygen feeds the fire.

Two things that can be done to reduce the chance of an explosion are: 1) make sure there is plenty of ventilation around the battery to keep hydrogen and oxygen from accumulating, and 2) make sure the electrolyte is kept at the proper level.

Be sure to read this month's *Letters* for more stories of exploding batteries.

— richard



chichester — cont'd

on the foredeck and lifting the entire rig out, one hand on the mast and another on the boom. Adroit balancing and not too much wind allowed passage under the bridge with no difficulty. I emerged from the first bridge in first place.

"The swimmers [other racers] I had passed noticed my maneuver and attempted to copy it at the next bridge. I think Scott Easom was lying second at that point. Anyway, what the swimmers could not see was the lashed tiller, which kept the little yacht more or less on course.

"Upon clearing the second bridge, I had the infinite satisfaction of hearing a curse behind me, followed by the unmistakable sound of a Laser crashing into the concrete bridge foundation, closely followed by the sound of Scott falling in the water. Evidently the lashing was of primary importance. After the bridges I had a substantial lead over second place; third was a non-factor!

"Sadly for me, Scott was a far more polished Laser sailor than me, and overcame my large lead to pass me at the windward end of Alameda. On this day, I garnered only second, going the wrong way, of course!"

As much fun as the race would be to sail, it might be just as much fun to watch how the racers traverse the course. "Perhaps the best view will be the start at Encinal, where you can also attend Sailstice," says the organizer. "A vantage point near the bridges might also be entertaining, or you can watch from the water."

For more on the race, go to www.laser.org and follow the links to the District 24 Regatta Schedule, then watch *Sightings* for a full report.

— ladonna



This poster for the second edition of the race is glued to Commodore Tompkins laundry room door.

NANCY TOMPKINS

transpac sneak peek

"TransPac 2013 is shaping up to be one of the great races," says Dave Cort of the Transpacific YC. "We could see challenges to both the monohull record and the multihull record. A quarter of the 60 boats registered are international entries, including six from Japan alone."

Dave's right. This race is shaping up to be one of the good ones. One of those above mentioned boats from Japan, *Beecom*, just arrived in Richmond to prepare what could be a very interesting campaign. The former Audi Medcup TP52 is one of the baddest, sleekest monohulls in the world and there's a lot of funny talkers from down under aboard, so this should be a fun boat to watch.

Speaking of Down Under, Syd Fischer's ultra-maxi *Ragamuffin* 100 has made the journey from Australia to challenge *Alfa Romeo II's* 2009 Transpac record of 5d, 14h. The custom Elliott 100 placed second in last year's Rolex Sydney Hobart Race, so barring any problems, she should be a near shoe-in to best 2011 line-honors winner *Wizard*.

The R/P 74 formerly known as *Bella Mente* is back to defend her crown, as is 2011 overall winner *Grand Illusion*. The always well-sailed Santa Cruz 70 is just one of five traditional sleds that will duke it out over the 2,225-mile course from Point Fermin in Long Beach to Diamond Head Light in Honolulu. In addition to a strong showing of sleds, there are nine Santa Cruz 50 and 52s, once again demonstrating the already ageless nature of this upcoming race.

Two of the more high-profile boats in the race are Giovanni Soldini's turbo Volvo 70 *Maserati*, which recently crushed the Gold Rush record

continued on outside column of next sightings page

transpac — cont'd

from New York to San Francisco, and John Sangmeister's modified ORMA 60 *Tritium*. The trimaran was modified with lengthened amas and reinforced cross beams to serve as Artemis' 72-ft test bed for their first big wing sail. Now carrying a more traditional rig and soft sails, the tricked-out tri looks to beat Frenchman Bruno Peyron's standing multihull record of 5d, 9h, set in 1997 with his 86-ft cat *Commodore Explorer*. Sailing with a crew consisting of living legends like Gino Morelli (the designer), American multihull god and The Race vet Cam Lewis, eight-time circumnavigator Jacques Vincent (of *l'Hydroptère*) and four-time 505 World Champ Howie Hamlin, skipper John Sangmeister (a two-time America's Cup vet himself) may have found the right combination of skipper, boat and crew to sail to Hawaii faster than any other boat in history.

With possibly the coolest collection of ocean-racing hardware in a generation and many of the world's top sailors traveling to California to take a shot at the West Coast's most prestigious crown, this race truly is shaping up to be one of the great races. Look for a full 2013 TransPac preview in the July issue of *Latitude 38*, profiling these boats and more, including a strong contingent of Bay Area teams. Get the mai tais ready, TransPac is right around the corner!

— ronnie simpson

charging up for the delta doo dah

The Delta Doo Dah was created to encourage sailors to explore the San Joaquin-Sacramento River Delta. Over the years, we've helped hundreds of Bay Area sailors revel in the Delta's sizzling heat after battling through the Bay's bone-chilling winds to get there.

Though the structure of the event has changed — open and free to all, whenever and wherever you like — the intent remains the same: Help folks explore their own backyard. To that end, the Doo Dah website offers a boatload of information on cruising the winding waterways of the Delta, including a forum which anyone is welcome to read. Of course, most topics have been thoroughly covered over the years, so be sure to search your topic for the most comprehensive answers.

If your yacht club is planning a Delta cruise this summer, be sure all your members also register for the Doo Dah at www.deltadoodah.com. Select marinas along the way are offering substantial discounts to official entries. And it's not too late to enter! Registration doesn't close until August 30.

But the one thing that Delta cruisers have been missing is an up-to-date cruising guide. Oh, sure, you could pull out the late, great Hal Schell's dusty old *Cruising California's Delta*, but experience has shown that many of spots Schell recommends are no longer accessible to keel boats.

Enter Bill and Cindy Corp, longtime Sacramento residents who currently live on their houseboat. Bill spent six years compiling the data for his book *The Sacramento River Boating Guide*, and he and

Cindy took the time to speak to Doo Dah'ers at last month's Kick-Off Party at Berkeley YC. "I call him Hal Schell on the half shell," laughed Cindy.

Bill's excellent guide covers the Sacramento River from Rio Vista to Knights Landing, and works for both species of boater — power and sail — though not all of the areas are accessible to sailboats. The book offers insight into each area's history, as well as suggestions

continued on outside column of next sightings page

cover option #2

Every month, the editorial team has the tough job of selecting the next month's cover. We knew we would use one of Erik Simonson's great shots of the Great Vallejo Race for the June issue but we were divided on which one. The winning cover is action-packed and splashy — always the Publisher's favorite type of cover — while the one on the right is more mellow but really exemplifies the Vallejo Race. Which would you have picked?

— ladonna



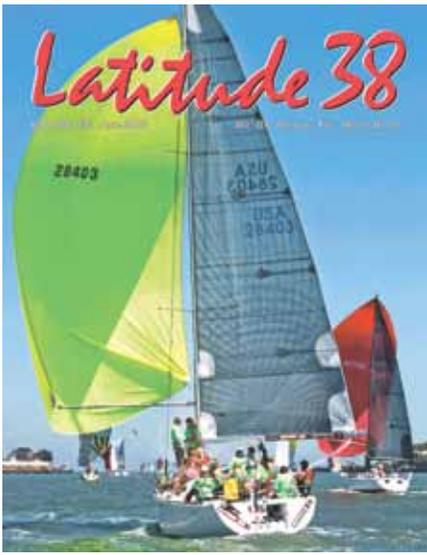
The Potter Yachters enjoyed an early Delta cruise last month, with 20 boats — including four late-'60s models — joining the overnighter.



Cindy and Bill Corp wrote the book on cruising the Sacramento River.

LATITUDE / LADONNA

ERIK SIMONSON / WWW.PRESSURE-DROP.US



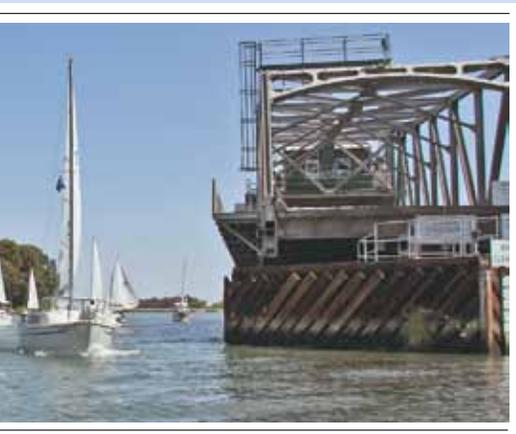
delta — cont'd

for anchoring, fishing, drinking and eating. What more could a Delta sailor need?

Well, more Delta cruising guides, for one! Luckily, Bill plans on providing at least two more guides to popular Delta cruising spots. We'll announce those as soon as they're published, but in the meantime, you can pick up *The Sacramento River Boating Guide* on Amazon, at any number of Delta marine businesses, or at Bill's site www.sacboating.com. (Contact Bill through his site if you'd like him to speak at your club's next function.)

If you've never cruised the Delta before, what are you waiting for? See you up there!

— *ladonna*



'Ramblin' Rose's skipper stands watch.



PHOTOS: GOOSE GOSSMAN

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.

When 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.

Sunday 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!"

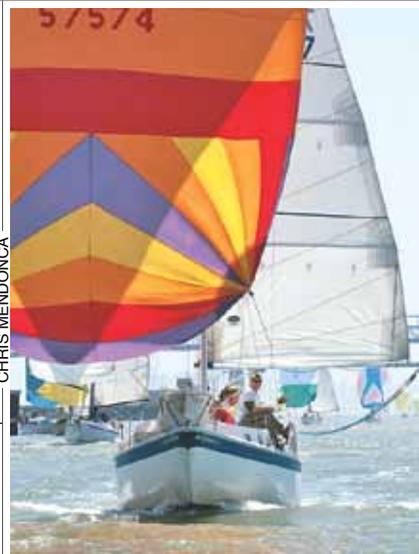
In the end, the forecasters were

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) **Tiburon**, 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)

SHORTHANDED — 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

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MAN DOWN —

Thursday, 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.

As 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.

By all accounts, Bart Simpson was



BART SIMPSON'S LAST SAIL



Andrew 'Bart' Simpson.

SANDER VAN DER BORCH

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.

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



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."

In 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. — *doreen 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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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

Boater Info

www.VisitPetaluma.com/petaluma-river

Petaluma YC

www.petalumayachtclub.com

Petaluma Marina

(707) 778-4553 or

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

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.

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 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. 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

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.

That'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 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.



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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.



Tech titan Stan Honey is a 3-time circumnavigator.

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.

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.

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?

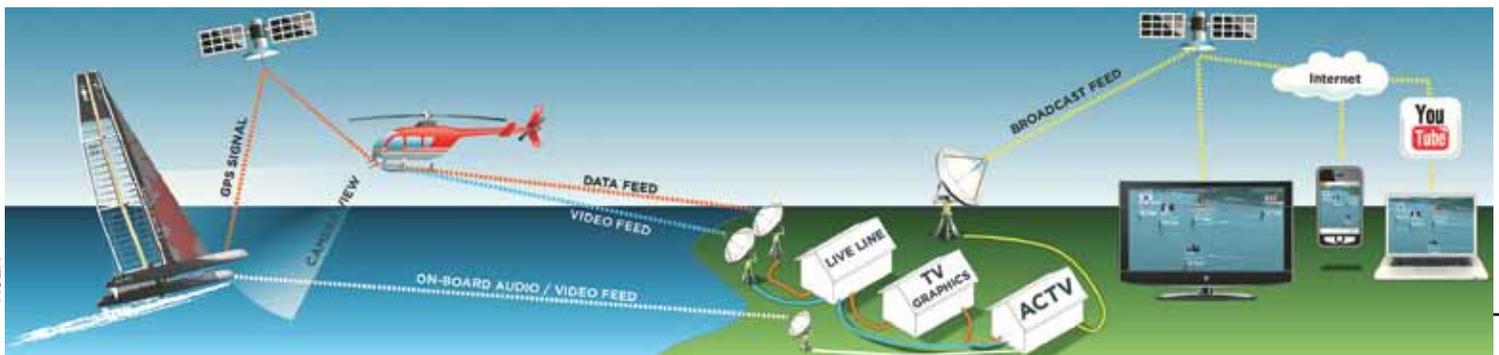
Stan — The major ones we've been doing for a year or so: to show the boundary around the course, to show the lay lines, to show the 100-meter lines — or the advantage lines; who's ahead and who's behind — to show the zone circle,



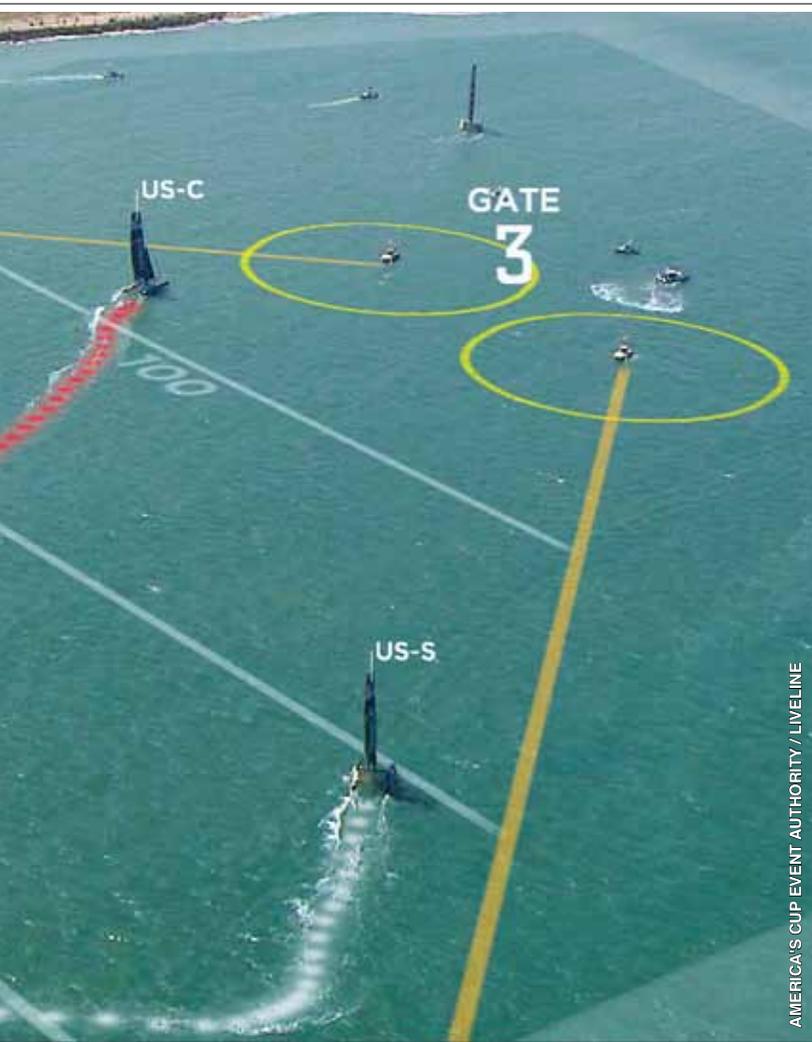
which is three boat lengths around the marks or mark boats.

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



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 Kosteki (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 known info in the Bay?

Stan — We use Tidetech model data (tidetech.org).

Lat 38 — The LiveLine video on the AC 34 website (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

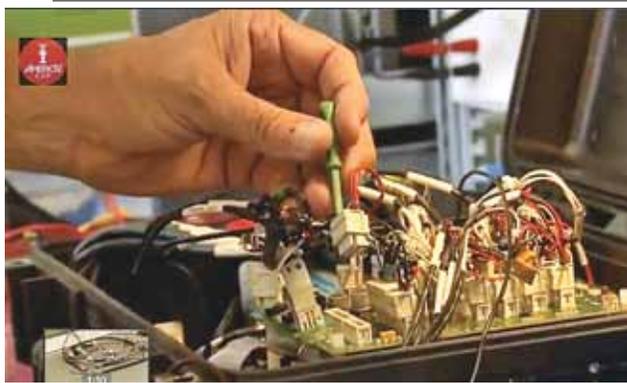
The LiveLine team. Top row, left to right: Jim McGuffin, Stan Honey, Ken Milnes, Alan Trimble, Tim Heidmann and Graeme Winn. Bottom row: Rob Amex, Alistair Stirling Green, Jason Hays, Mark Sheffield and Dany Pavel.



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.

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.

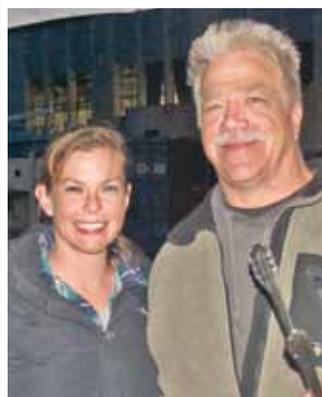
The bracing salt sea air in your face, as many adrenaline-pumping race starts and finishes as can be squeezed in before the stunning sunset, beer and prizes from the title sponsor, and the camaraderie of your competitors around the BBQ — yep, that's enough to make you forget about the traffic you battled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

— 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
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)

Complete results at www.vanguard15.org



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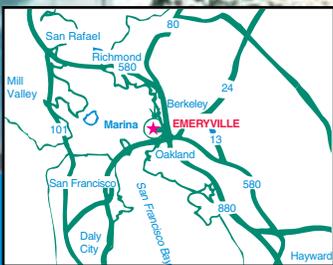
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There was no question about it, we were hard aground. And in the worst possible place: Right at the harbor entrance within sight of the yacht club. I had increased engine power in an attempt to push through the shallow spot, but it was no go. My efforts 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."

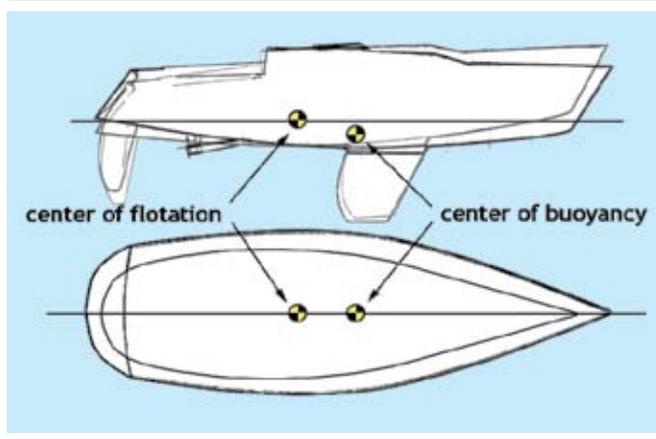
"For sure, on older boat types. If there's a long full keel on an older hull form with the maximum beam farther forward, and especially if there's, like, some drag to the keel, the deepest part of the keel will be well aft of the center of flotation. So in that case moving weight forward totally reduces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



PHOTOS MAX EBB

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,

No luck. We were still stuck as

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

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

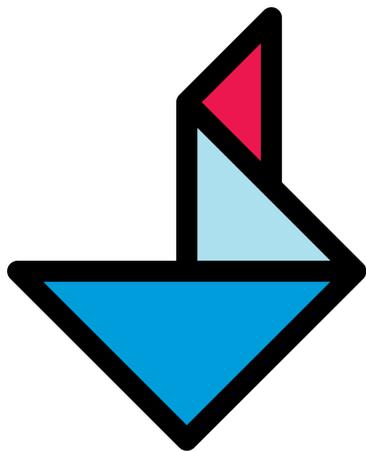
the first anchor could tail in the rode. After moving two more lengths forward we were free, back in deeper water, and Lee untied the spinnaker sheet from the anchor rode. This gave us back our halyard and spinnaker gear but she had to keep the end of the anchor rode on her board so as not to lose the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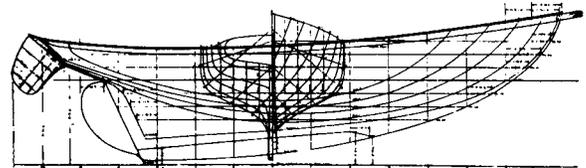
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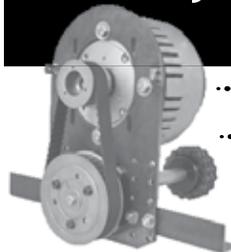
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THE RACING

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

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

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

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 'Lectronic Latitude online at www.latitude38.com.

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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

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

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 Schultnik; 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

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)

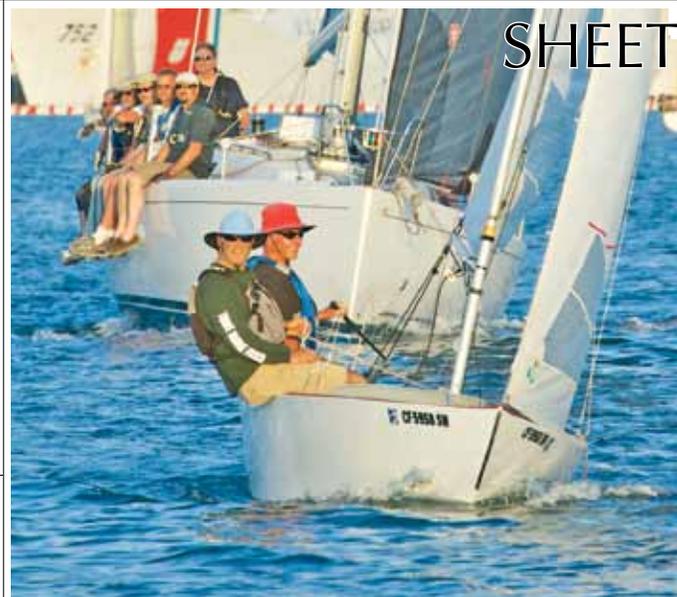
Class A — 1) **Smokin'**, Melges 24, Kevin Clark, 7 points; 2) **Twisted**, Farr 40, Tony Pohl, 11; 3) **Run Wild**, Wylie 24, Andrew Hura, 19. (10 boats)

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



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.

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.

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.

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. Learn more about this historic vessel at her website: 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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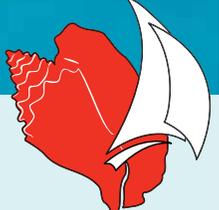


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OF CHARTERING

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

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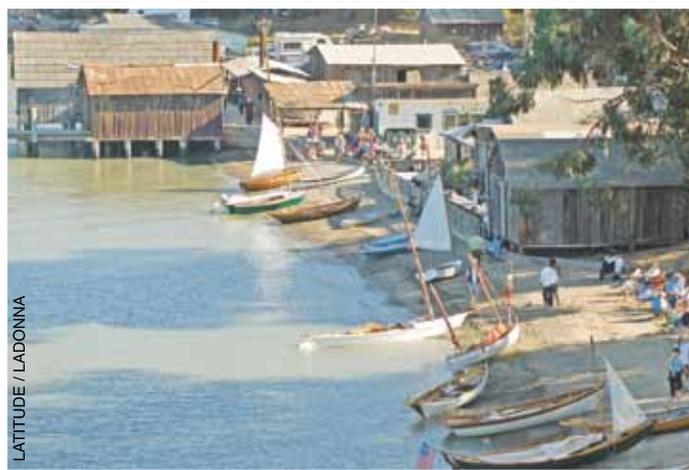
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WORLD OF CHARTERING

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), 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 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.

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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. 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.



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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.

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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.]



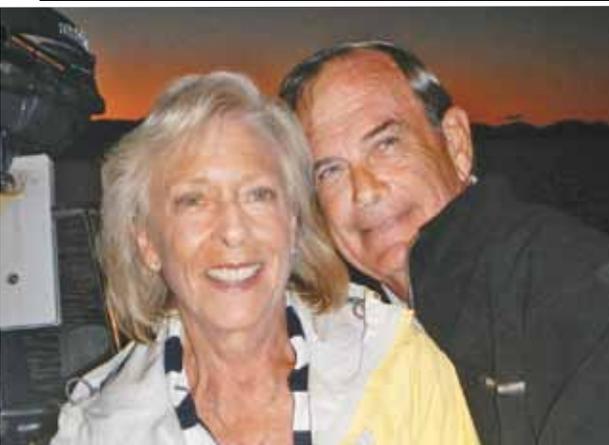
'Zoe' leaves Table Mountain and Cape Town behind.

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



'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; 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

Stumped!



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.

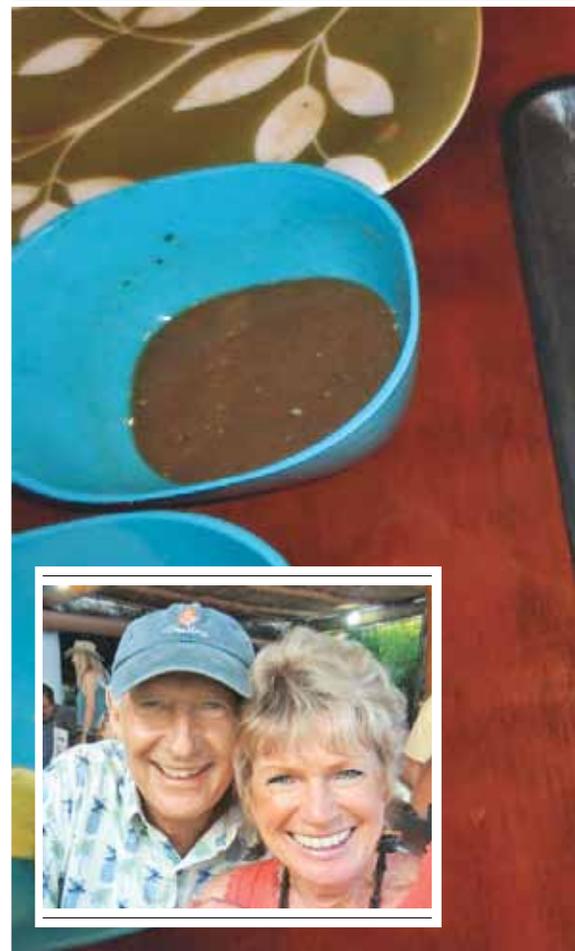
The seas weren't quite as bad the second day, as we were riding them rather than smashing into them, but just as we were about to tack for the layline to the finish, BOOM! one of the chainplates shot out of the side of the boat and the rig came down. Fortunately, nobody was hurt. I regularly check my 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)**

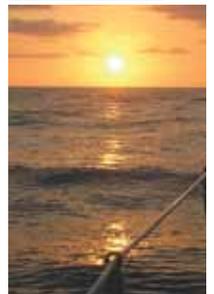
I'm four hours south of Turtle Bay, 'Bashing' my way north to San Diego. Since I'm in near-glassy conditions, I have time to reflect on my first, but hopefully not last, cruise to Mexico.

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.



The sun, seldom seen in the Northwest.

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.



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

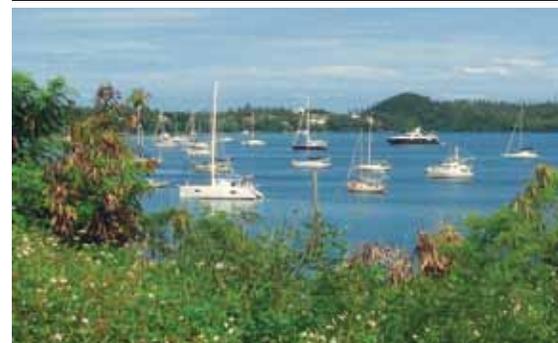
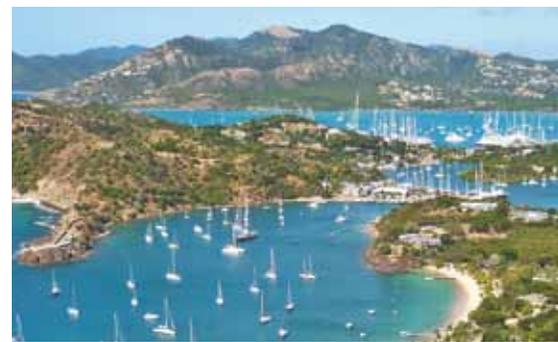
Honeymoon — Lagoon 380 Seth and Elizabeth Hynes Top Ten, Caribbean to Australia (Mill Valley)

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

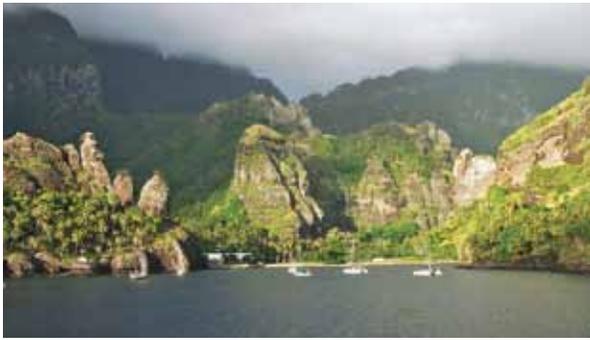


ship — even if you have an espresso in your hand and you are surrounded by luxury yachts.

#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-

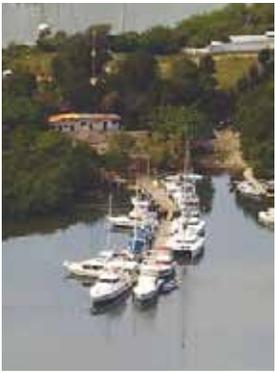


terboats to keep their distance.

— 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



LATITUDE/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!



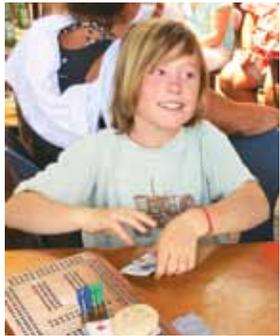
LATITUDE/RICHARD

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

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



Local card shark, Owen.

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.

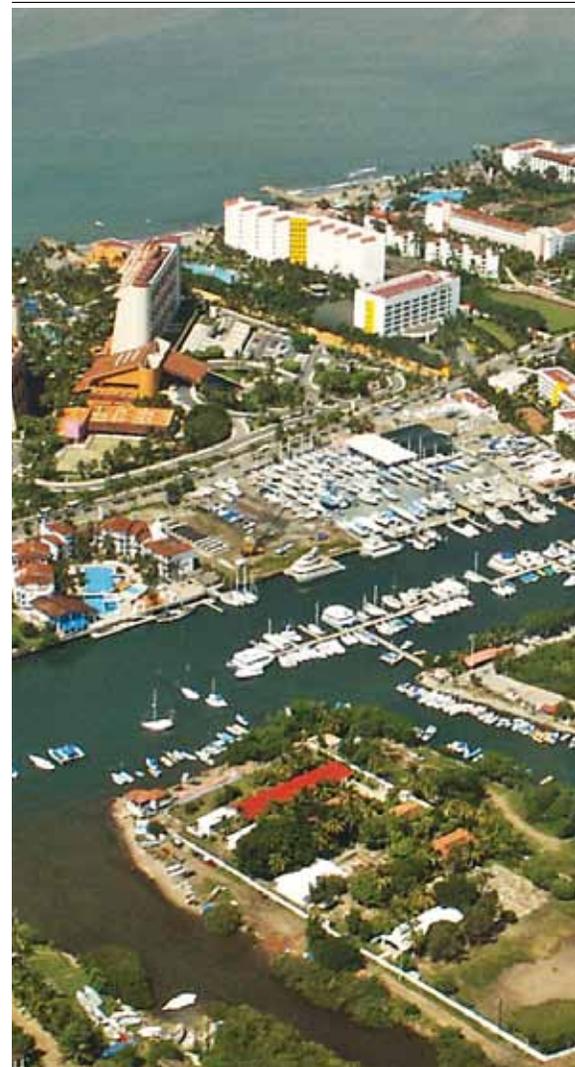
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Cruise Notes:

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?"

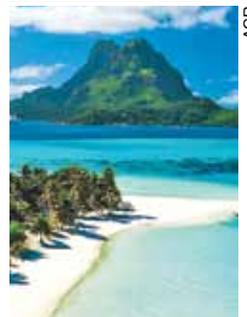
Yes and no — but no for most *Latitude* readers. That Noonsite report is going to cause a lot of confusion because the 18-month visa is **only good for citizens of the European Union**. It's *not* something that we mere Americans and Canadians can apply for — no matter how many French fries we consume.

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.

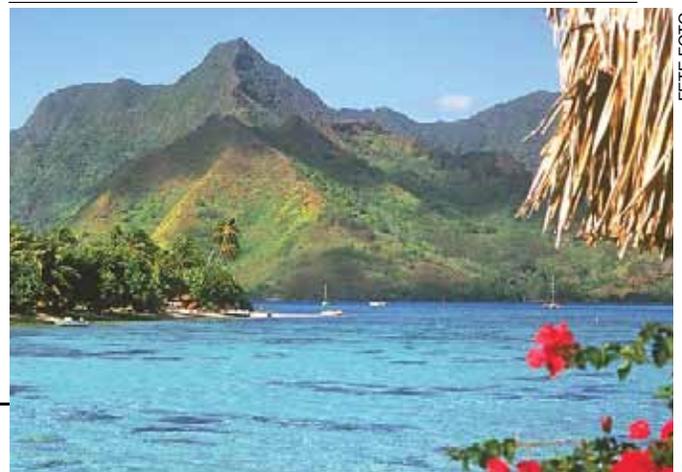
After staying for six months, you must stay out of the territory for six months. During that time it is possible to apply for a **second Long Stay Visa**, good for another six months. But again, you have to apply for it in advance of arrival, and it takes a couple of months. Again, the boat can stay 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

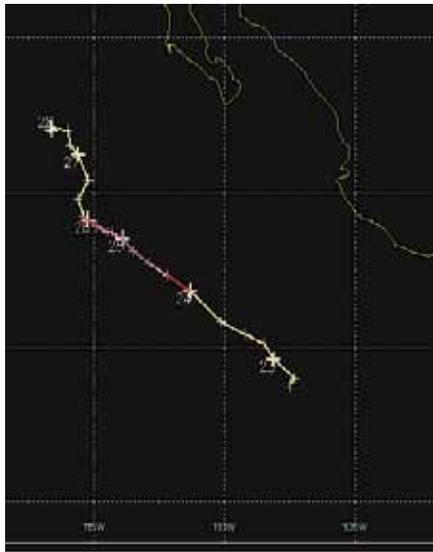
CHANGES

pacificpuddlejump.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.

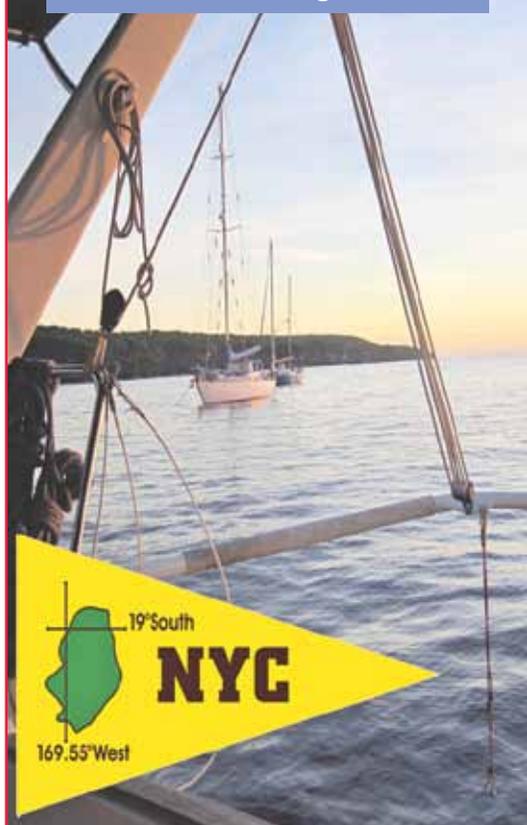
in Mexico, make sure she's hurricane-ready.

"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

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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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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), 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



Start Line Strategies

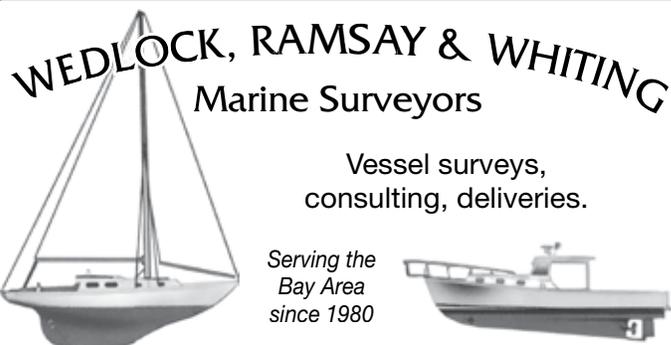
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Midway Atoll, basically in the middle of nowhere, when Stimson, conscious and wearing a PFD, went over. It was blowing 25 knots and there were six-foot seas at the time. While Vernon was able to contact rescue authorities in England, who in turn alerted 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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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."

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.

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10-FT WEST MARINE/ZODIAC, 2007. Alameda. \$1,375. 9' 6" model. Great condition. Includes 1980 7.5hp Johnson OB with manual, 2 gas tanks, 2 life vests, air pump, 2 dock lines, Gal Calkins trailer. Runs great. Contact (209) 988-6107 or bill911s@yahoo.com.



9-FT AVON ROVER 2.8, 1991. Alameda. \$2,500. Hard transom, excellent condition, with transom wheels and 5hp Yamaha outboard. (510) 522-3011 or (510) 821-9630. michael.mpl68@gmail.com.

24 FEET & UNDER



21-FT PRO OPEN, 2001. Sausalito. \$19,275. 2001 Yamaha 115hp 4-stroke outboard motor. Flowscan fuel gauge. New tubes 03/09. Pacific Manufacturing single-axle galvanized trailer-permanent tags. Interlux barrier coat and fresh bottom paint 9/12. All manuals and service records. Two-owner boat and professionally maintained since new. More at www.sfbayadventures.com. Contact (415) 331-3006 or (415) 331-0444 or paul@sfbayadventures.com.

24-FT DUFOUR, 1975. Berkeley. \$3,500. Quality built French daysailer/overnighter. Fractional rig, fin keel, outboard rudder. Volvo MD7 inboard diesel, good sails (main, 3 headsails, spinnaker with gear), fully found, but extra gear available. Great Berkeley O-dock slip. (510) 843-2053 or swollmer@netscape.net.



18-FT MARSHALL SANDERLING. 1970. Portland, OR. \$9,000. Thurston sail, like new, slightly smaller for ease of handling. Tabernacle mast hinge, 6hp Evinrude, Shore Land'r trailer, excellent hull paint, excellent varnish on wood. (503) 659-2354.



24-FT WABBIT, 1983. Los Angeles. \$6500. Race-ready, hull number 45 originally from Colorado. Year-old spinnaker pole and spinnaker, main, and standing rigging. Set of full-hoist Aso, 1A, 2A and flat reacher. All new deck hardware, water compartments, epoxy painted with Acrylic finish coat. Contact (949) 280-3411 or rplant@galpin.com.



23-FT BLACKWATCH, 1980. Sacramento. \$6,250. Hull #32 - shoal draft, cutter-rigged pocket cruiser. Sails: double-reefed main, self-tacking staysail, flying jib. In 2003 Honduras mahogany topsides were completely stripped, sanded and sealed with 6 coats of Cetol Marine sealant. Fresh water boat all its life in VERY GOOD condition with original owner. Sails in excellent condition, trailer in good condition. Email Shannon@Pelline.com.



17-FT HUNTER 170, 2006. South Lake Tahoe. \$4,500. Excellent condition, used only in Lake Tahoe. Rolling jib. Centerboard. One-line reefing mainsail. 2hp 4-stroke Honda. Galvanized Venture trailer. Extras include anchor, paddles. (510) 541-2202 or phwallman@charter.net.

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22-FT CATALINA, 1988. Redding. \$7,500. Nice cabin, wing keel, OB motor, with trailer in good condition. Moored in Whiskeytown Lake, Redding, CA. (530) 605-0371 or christinepenna1@gmail.com.



27-FT CATALINA, 1978. Alameda. \$4,500. 2 jibs, main, Atomic 4, lowering mast, dinette layout, tiller steering, VHF radio, traveler above companionway. (415) 596-2167 or christensenfloor@yahoo.com.



26-FT MACGREGOR, 1991. Near Marysville, CA. \$6,000. Great weekend family camping and sport boat. Sleeps 4 adults and 2 kids. Kick-up centerboard and rudder for lakes. Includes many extras: genoa, stern ladder, stove, low hours 8hp Honda, girl 3-day potty, trailer, and more. Never stored in the water. Dry docked and covered since 2003. Contact (530) 692-9006, (925) 922-8686 or garyh@precisionservices.com.



25-FT B-BOAT, 1986. Long Beach, CA. \$11,950. Ultra-light racer/cruiser! Hawaii TransPac record, Mexico, Puget Sound vet. Comfortable to sail, surfs to 24kts, 9 sails, boat cover/cushions, instruments, all Harken gear, carbon rudder, professionally maintained. Proven winner. Contact (562) 714-2455 or (808) 230-5551 or tikkibill@gmail.com.



24-FT J/24, BURSON, CA. \$5,500. J/24 US 2381. Trailer, potty, cushions, interior/exterior lights all work. Turn-key fun-ready. Call Ray. (209) 772-9695.



28-FT NEWPORT, 1981. Berkeley Marina. \$8,000/cbo. Rebuilt inboard diesel with new transmission and fuel tank 2010, Mast, rigging, furling depth, repl. furling jib. Boom kick-up and DC systems, head, interior cushions and upholstery. Last surveyed 2008. Standing headroom, enclosed marine head, sleeps 5. Preferred Berkeley slip. Priced for fast sale.



26-FT NORDIC FOLKBOAT, 1961. SF Marina (East). \$10,000. Brandt-Moeller Nordic Folkboat (wood). Completely restored 1991. Professionally maintained. Excellent condition. New cover from Covercraft. Cruising gear, 4.5hp two-stroke, long shaft Nissan outboard included. See ad at: <http://sfbayfolkboats.org/classifieds.html>. Email wmadison@joneshall.com.

25 TO 28 FEET



27-FT SOLING, SEBASTOPOL, CA. \$900. Includes trailer with new tires. Also mast and rigging, main and jib. (707) 481-4470.

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.

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. Contact (650) 430-0731 or 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.



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 surtruck18@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.



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.



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.

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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.



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 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.



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.



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.



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.

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.



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.



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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. (619) 519-4847 or 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.

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.



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.

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.



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.

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.



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.

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.



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.



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.



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.



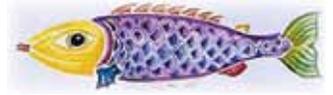
32-FT CATALINA 320, 2000. Berkeley. \$69,000. Dodger, new mainsail, roller furling jib, good condition; well maintained within the OCSC fleet. (209) 872-0331 or moody_robert@hotmail.com.



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.



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 hicknancy82@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.



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.

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. (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 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 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.

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.



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.



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.

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 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. Contact 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.



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.

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.

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47-FT CATALINA 470, 1999. Monterey. \$199,900. Well maintained Catalina 470 with transferable slip in Monterey. All systems upgraded or rebuilt in the last 3 years. More at www.showcaseyachtsusa.com/vitrum/home.html. Please email for photos, pryor@monterey.org or (831) 747-4691.

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.

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. (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.

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. Email for complete specs, refit list, pictures and recent survey, 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.



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.

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.



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 for photos. Owners TFO. www.mazmarine.com or email 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.



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. 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 for specs. Contact (530) 541-4654 or 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. Contact 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. Email neptune@central.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.



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. www.sailblogs.com/member/tivoli42s7. Contact (510) 851-3082 or 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.



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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.



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.



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.



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.



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 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 or (650) 207-2253.

51 FEET & OVER

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.

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 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.

CLASSIC BOATS



58-FT STAYSAIL SCHOONER. 1925. Port Townsend, WA. \$139,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak on oak. See www.schoonerforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.



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. 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.

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. Contact (415) 752-8683 or (415) 377-0816 or 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. Contact (415) 332-4810 or 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.



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, listing #1291883 and: www.hironnelle-association.org. Contact 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.

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.



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.



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.

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.



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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.

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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.

PARTNERSHIP. Richmond Yacht Club. 35-ft Ericson, 1966. Share with others for \$85/month. We are seeking an experienced, conscientious sailor, who is considerate and easygoing, to join our partnership. An older but well-maintained 35-ft sloop with classic lines and nice exterior teak. Roller furling jib and in-board engine. Well-suited for daysails, overnights, Bay, and ocean. A stable boat with good speed. Contact: Rich Seals or Bob Adams. (510) 528-3123 or (415) 215-2921 or bobpadams@sbcglobal.net.

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.



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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.

BROKER WANTED. To market and sell (2) 36-ft Pier 39 boat slips. Email bill@presto55.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.

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.

GARMIN GMR41 RADAR DOME. \$700. Brand new with 15 M cable. 24" diameter 36nm range. Also complete set of charts, Vancouver Island to Puerto Vallarta and cruising guides for the Pacific NW; \$300. (310) 980-1378 or alancblunt@gmail.com.

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SAN FRANCISCO SAILING COMPANY. For sale. Pier 39, San Francisco. My name is Erik. I started the SF Sailing Co. 10 years ago and it has been an unbelievable experience. I am that guy with a boat full of bikinis pointing out which boats are mine sailing around, all the while stacking cheese a mile high. But I've fallen in love and am ready for my life's goal of a circumnavigation. Both the charter side and sailing school are available. Great financials and long-term contract with Pier 39 in place. Looking to sell all or part, or take on an equity partner to finance my trip. Ready to consider all offers. Who wants to live the dream? See more at www.sailinglessonsf.com and www.sailsf.com. Contact (415) 420-9065 or erik@sailsf.com.



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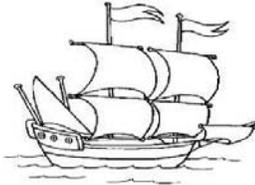
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LAGOON 39



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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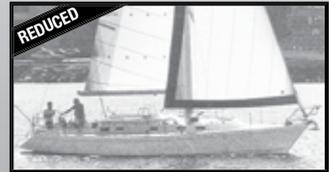
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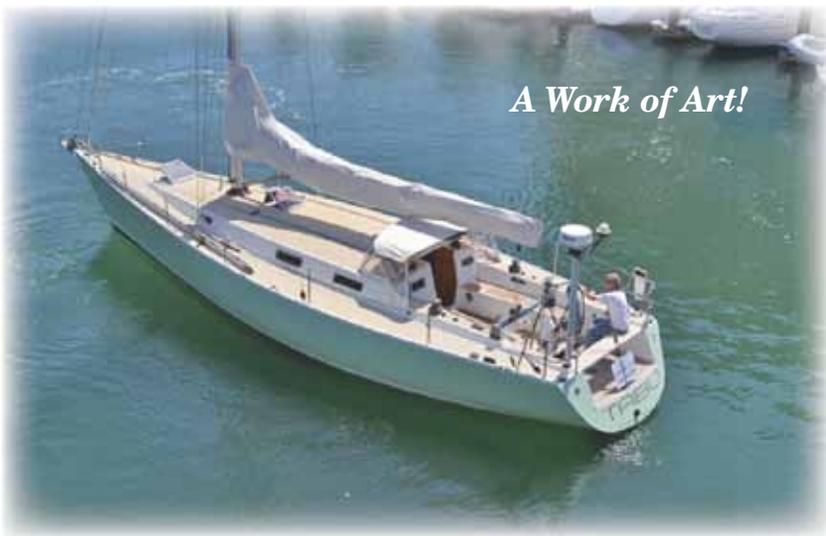
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REDUCED



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