

Latitude 38

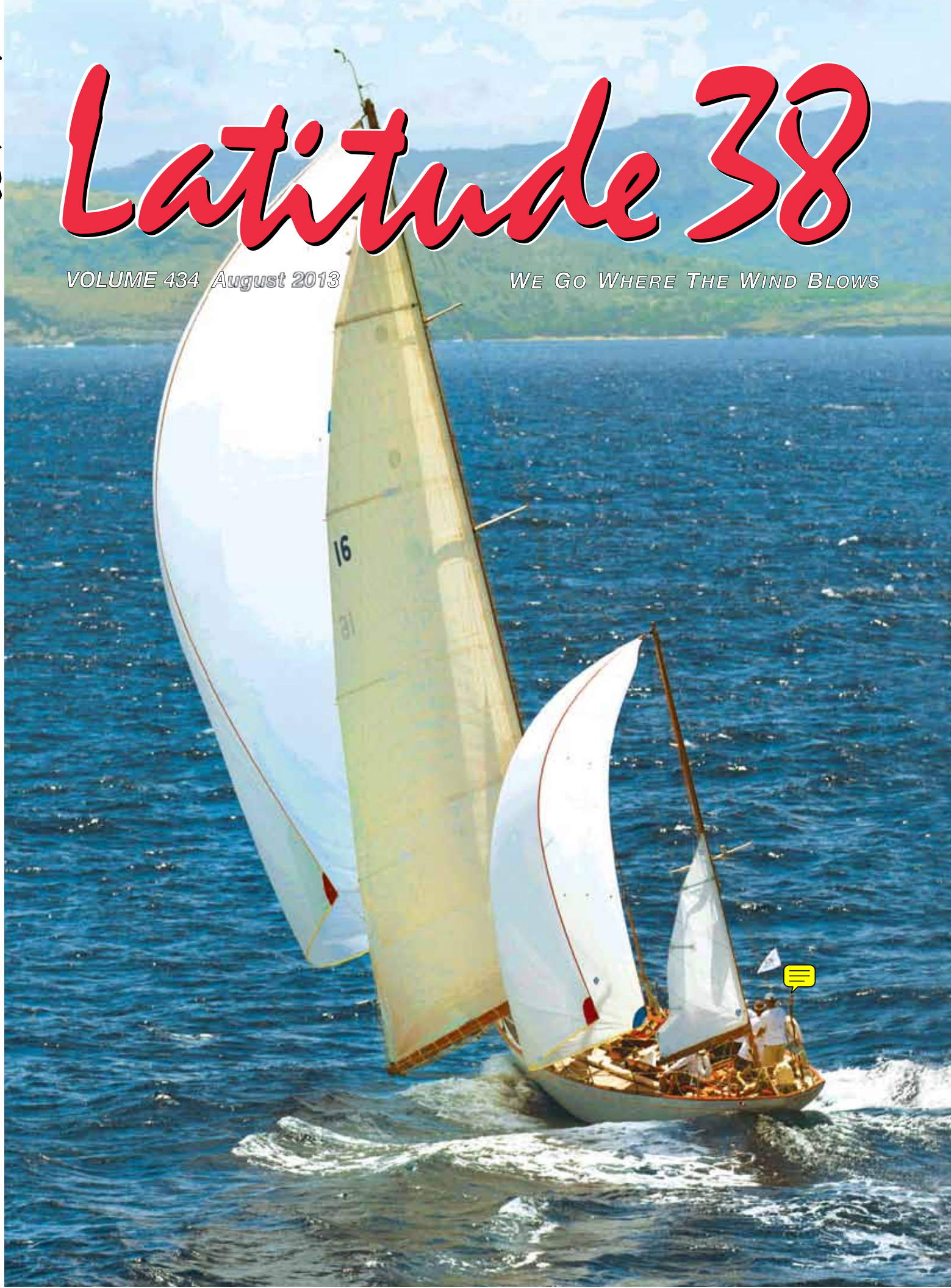
Latitude 38

VOLUME 434 August 2013

WE GO WHERE THE WIND BLOWS

AUGUST 2013

VOLUME 434



GREAT SAN FRANCISCO SCHOONER RACE —



A BEVY OF BEAUTIES



Sadly, we weren't able to run the buoys in the Great San Francisco Schooner Race this year, which was a shame because it's one of our favorite Bay events. That's not because there's lots of close-quarters boat-on-boat competition, but simply because the sight of these

time-honored vessels blasting across the Bay in a stiff breeze puts a smile on our faces and warms our hearts. Not only do these vintage classics and replicas have a

direct link to the Bay Area's colorful nautical history, but their elegantly balanced sailplans and graceful lines combine to make them a splendid balance of form

Spread: The lovely 'Elizabeth Muir' beats west. **Insets, clockwise from upper left:** 'Seaward' and 'Elizabeth Muir' off Angel Island; 'Brigadoon' gains on 'Maramel' in Raccoon Strait; the green-hulled 'Bluenose' shows her winning form. — all photos Roxanne Fairbairn / roxshots.smugmug.com

GREAT SAN FRANCISCO SCHOONER RACE

and function.

As much as we admire these schooners, we also have great respect for their owners — or more appropriately, caretakers. A salty group of mariners, they spend untold hours (and buckets of money) each year maintaining these demanding boats. But no matter how perfect their varnish or finely polished their bronze fittings, none of these skippers hesitate to push their boats to their full potential out on the race course — and none of them would ever dream of calling off a race due to high-wind limits. (A few years ago they raced in winds over 40 knots!)

By all accounts this year's race, June 29, was a pleasant jaunt around the Central Bay in up to 25 knots of wind, with little drama or carnage — not even a single blown sail. It was set up as a pursuit race, meaning handicaps were factored into starting times so that, in theory, all boats would finish at the same time. This year the handicappers apparently did an excellent job, as there



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Sweet symmetry. 'Brigadoon' and 'Aldebaron' trade tacks as they work west through the Central Bay.

were some very close finishes. Among the gaffers, *Brigadoon* roared across the line only a minute ahead of *Freda B* to take second (behind *Bluenose*). And among the Marconi rigs, *Seaward* squeaked across only 13 seconds ahead of *Gold Star* to take first.

Ten boats raced, which was down a bit from last year — both *Santana* and *Eros* were conspicuously absent. But the mighty M-class sloop *Pursuit* made a special guest appearance in a class all her own, having been declared on honorary schooner for the occasion.

As always, this annual gathering of the schooner tribe was generously hosted by Tiburon's San Francisco YC, which became 'Schooner Central' for the weekend, with raft-ups both before and after the race.

It's all great fun, so we suggest you put your antennae up now in search of a ride for next summer's contest. We'll see you there!

— **latitude/andy**

GREAT SAN FRANCISCO SCHOONER RACE

GAFF — 1) **Bluenose**, Dennis Pietso; 2) **Brigadoon**, Terry Klaus; 3) **Freda B**, Paul Dines. (4 boats)
 MARCONI — 1) **Seaward**, Alan Olson; 2) **Gold Star**, Jim Cullen; 3) **Marmel**, Stan Bennett. (5 boats)

CLASSIC — 1) **Pursuit**, Ron MacAnnan. (1 boat)
 Complete results at www.sfyf.org



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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.pacificpuddlejumps.com.



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IMPORTANT DATES

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

See www.baja-haha.com for a list of additional seminars and special events held by our event sponsors.



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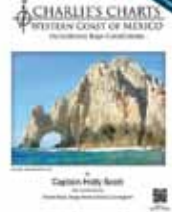
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 Correspondence relating to the event can be emailed to andy@baja-haha.com.
 Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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CRUISER CONVERGENCE —

If there's one thing we've learned after years of interviewing South Pacific cruisers, it's that you really can't sail across thousands of miles of open ocean, then navigate through volcano-formed

at the wheel for days at a time with no sleep. Eventually, they both became so exhausted that boat and sea noises sounded like voices. In fact, at one point they were both convinced that someone was yelling for help in the waters nearby, so the bleary-eyed couple rushed to assist them. After that scare, recalls Bill, "I knew we just had to get some sleep. We dropped our sails, went to bed and just drifted under bare poles."

We also caught up with a pair of New Zealanders — sorry, we didn't catch their names — whose story was unique within the fleet, as they'd done what you might call a backward Puddle Jump. A couple of years ago they jumped

rienced their calmest crossing ever on that same route: "We had two absolutely incredible nights when the water was glassy calm, and the full moon rose, reflecting on the surface like a mirror, just as the sun was setting!" Special memories like that can't be photographed, of course, but they tend to permanently etch themselves into a cruiser's memory. We'd bet that special moments during the 2013 Rendezvous will be similarly seared into the memories of this year's participants.

With a number of Rendezvous boats berthed at the downtown Papeete

Right after the start the big Swedish sloop 'Breeze' started walking away from the fleet, but the Kiwi Gunboat 'Kiapa' surfed past her to win.



Bill and Belinda were probably happier to make landfall than most others, having hand-steered their 33-footer for 39 days — a fleet record.

anchorages and vast coral atolls without having a few riveting stories to tell. So it was no surprise that we heard plenty of salty tales at the eighth annual Tahiti-Moorea Sailing Rendezvous, June 28-30.

Bill and Belinda Tackett of San Diego explained that it took them 39 days to complete their Pacific Puddle Jump from Mexico to the Marquesas, partly because they were forced to hand-steer their Morgan Out Island 33 *Orca Suite* nearly the whole way, after their autopilot failed early in the trip. When conditions got rough, Bill — who, Belinda says, actually did almost all the driving — stayed

In a heartfelt ceremony, skippers received a local chieftain's blessing, and a fragrant flower lei from one of the dancers.



off from the West Coast and cruised all the way home to New Zealand. But not long after settling in, they began yearning for another dose of tropical Tahiti. So they layered up and charged east between latitudes 30° and 40°S for close to 2,000 miles, then clawed north another 900, finally making landfall in the French Polynesian archipelago called the Gambiers. "We are very glad to be back here," they said, "but we would never do that trip again!"

Illustrating just how different the cruising experiences can be on a given patch of water on different days, New Zealanders Lionel and Irene Bass said the 200-mile crossing from the Tuamotus to Papeete aboard their M&M Gunboat 52 cat *Kiapa*, was the roughest sailing they'd experienced since leaving the Mexican coast April 1.

But Maria Gates of the San Diego-based *Tayana 46 Peregrine* reported that just a week or so later, she and Bill Chapman expe-



TAHITI-MOOREA SAILING RENDEZVOUS

yacht quay, activities got underway Friday afternoon just a stone's throw away at the waterfront offices of Tahiti Tourisme, which is a major event partner.

"The full moon rose, reflecting on the surface like a mirror."

along with Air Tahiti Nui, *Latitude 38* and others. Our longtime Tahitian friend Stephanie Betz (of the firm Archipelagos) — who dreamed up the Rendezvous game plan eight years ago — was on site with several bright young assistants who checked in participants, gave them swag bags and event shirts, and explained the activities that lay ahead. Several New Zealand partners were also on hand to share info about North Island services and activities.

Due to the vastness of French Poly-

nesia, and the fact that Puddle Jumpers head west from various ports each year any time between February and June, it's always impossible to pick a date when all Puddle Jumpers will be in or near Papeete. More than 200 boats registered this year, and at the end of June they were spread out across the Marquesas, Tuamotus and Society Islands. Nevertheless, this year's event drew 40 boats from at least 10 countries, and some had rushed or delayed in order to attend.

For example, Swedes Per Eliasson and Sabrina Fischer (whom we'd met at our Mexico Send-off Party) had just arrived at Tahiti's Point Venus the night before

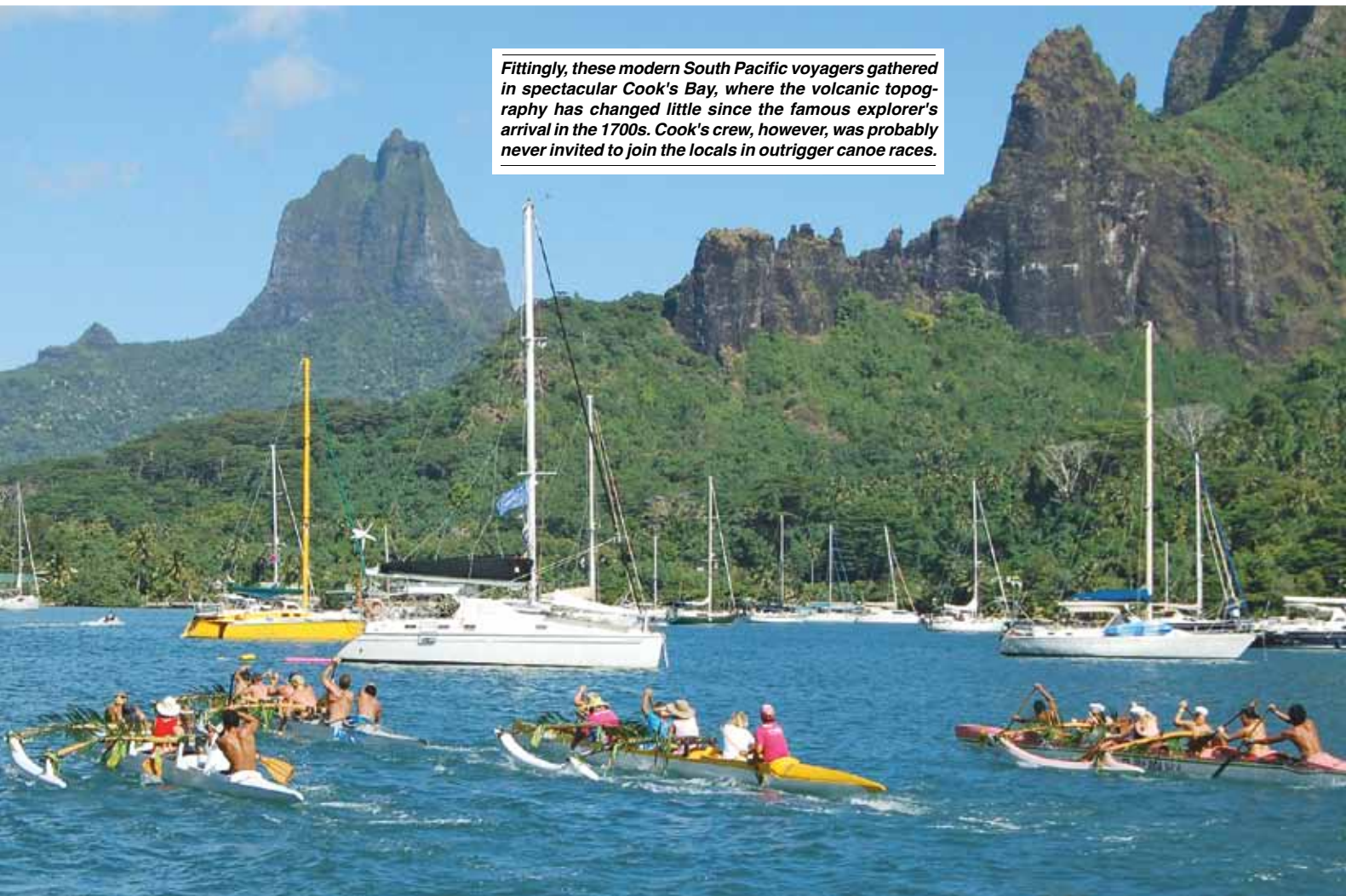


Adorned with a flower headress, this lovely Moorean dancer's reverence for age-old Polynesian traditions is obvious by her beautiful smile.

who plays Q on *Star Trek*. He and some friends had sailed out from L.A. aboard his Hans Christian 43 *Nepenthe*.

After a stint of reconnecting, swapping tales, and an inter-island cruising briefing, fleet members were treated to a rum punch made with local fruit juices

Fittingly, these modern South Pacific voyagers gathered in spectacular Cook's Bay, where the volcanic topography has changed little since the famous explorer's arrival in the 1700s. Cook's crew, however, was probably never invited to join the locals in outrigger canoe races.



CRUISER CONVERGENCE —

and the skippers were called together to receive a traditional blessing by a local chieftain. Afterward, with drummers keeping tempo on carved hardwood drums, and ukes and guitars laying down sweet melodies, a troupe of lavishly costumed dancers gave many Rendezvousers their first look at the sensual, generations-old dances that are still highly revered throughout Polynesia.

With a promise to meet outside Papeete Harbor the next morning at 10 a.m. for the start of the rally/race to Moorea, fleet members dispersed to the waterfront plaza, where food-sellers offered

everything from crêpes to fresh seafood from their mobile *roulettes*. Compared to many cruising destinations, Tahiti has a reputation for being very expensive. But it's affordable when you eat where the locals eat.

Because most cruisers have little or no racing experience, the starting line

action for the 15-mile cruise to Moorea is always comically chaotic, but eventually they all get headed in the right direction. This year, winds had piped up into the mid-20s by the time Thierry Hars of the Tahiti YC sounded the starting gun, and the fleet took off on a screaming reach toward majestic Cook's Bay.

Although *Breeze* took an early lead, *Kiapa* apparently out-surfed her on the

Clockwise from upper left: Big Mako coaches the tug-of-war; yes, real men dance; Iloa sounds the horn as the fast Aussie tri 'Macha' places third; the French cat 'Spirit of Pontapreta' glides down a swell; Iris of 'Andromeda' husks a coconut; Liz of 'Set Me Free' lifts; dancers move in splendid synchrony; drummers keep the beat; fruit-carrier Ken of 'Dancing Walrus' sprints to the finish.



TAHITI-MOOREA SAILING RENDEZVOUS

ALL PHOTOS LATITUDE / ANDY

6-ft swells, taking line honors. That afternoon all crews came ashore to the Club Bali Hai Hotel, where they were introduced to the lovely Miss Moorea, and given just-made flower leis. After a complimentary cocktail, virtually everyone stuck around for that evening's International Ukulele Festival, which was staged on the hotel's grounds. At least a half dozen groups showcased a broad range of uke stylings that ranged from strictly traditional to modern, pop-influenced approaches. It was a feast for both the ears and eyes.

Sunday was dedicated to traditional Polynesian beach games, including a

Cruisers joined forces with battle-tested Tahitian paddlers.

series of six-person outrigger canoe races where cruisers joined forces with battle-tested Tahitian paddlers. (Canoe racing is the national sport.)

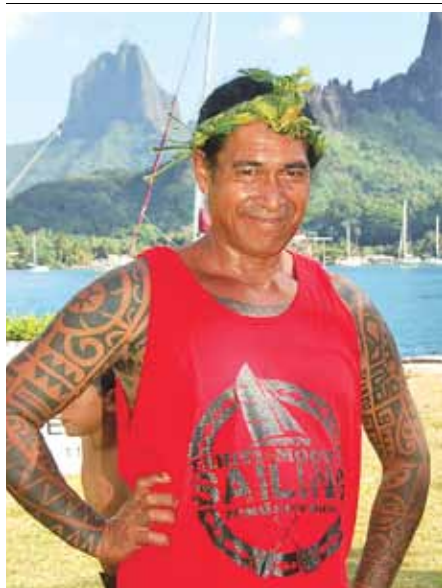
This year, rather than a single, straight-line sprint, the broad-shouldered organizers set out a two-leg course through the lagoon with a mark-rounding that complicated strategy and logistics dramatically. Although very fast, these boats don't exactly spin on a dime, so taking the inside track doesn't always pay off — there was at least one capsized.

After a series of five round-robin races, each with five canoes, the victors distilled down further through a semi-final to two remaining teams. The first was a group of fit young Australian and Eu-



CRUISER CONVERGENCE —

ropean guys off Simon Davis' Marshall Islands-based Privilege 39 cat *Skimpy*, whose team name was We're Not Wearing any Underwear. The second was Q's team, appropriately named Make It So. Although decades older than their competition, he and his crew, which included Elaine Bryson off *Mazu* and single-hander Michael Bove off *Patarjali*, gave it their best shot. Naturally, the youngsters showed no mercy on their elders, and took home a hand-carved hardwood paddle as a trophy.



Tattooed from head to toe, Mako Roometua carries out the traditions of his ancestors. But we think he looks awesome in his TMSR tank top.

laid out for those who wanted to sample traditional Polynesian dishes such as poi, taro, roast pork, and *poisson cru* (fish marinated in coconut milk).

Afterwards, several ornately tattooed islanders demonstrated other traditional sports, including a stone lifting contest and the ancient fruit carriers race — a relay where racers carry a pole laden with stalks of bananas and coconuts.

Later, a big, affable Tahitian named Mako, who wore a hand-woven palm frond hat, gave a comical yet instructive demonstration of several traditional ways to wear colorful *pareos*. These origami-like techniques are a minor Polynesian art form.

By their nature, Polynesians are a warm and welcoming people, and one of the manifestations of their hospitality is that they love to invite foreign visitors to learn their traditional dance steps — no matter how pathetically the newcomers interpret the centuries-old movements.

So before the Moorean experts put on their eye-popping afternoon show for us, they did their best to guide the international sailors: foot-stomping and rapid, knee-knocking moves for the men, and fluid hip-gyrating for the women. Fun as it was to try, no fleet members will be turning pro any time soon.

Afterward, with drummers pounding out a time-honored cadence, a troupe of bronze-skinned men and women reminded us all of how it's supposed to be done. The most remarkable aspect of Tahitian dance, of course, is how the women get their hips to flutter side-to-side and up-and-down in such a rapid-fire motion that it seems humanly impossible. No doubt they start practicing as soon as they can walk, if not before.

In any case, it was a fitting finale to a

An optional Ma'a luncheon was

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TAHITI-MOOREA SAILING RENDEZVOUS

wonderful weekend, that left everyone smiling. At the brief awards ceremony, every boat received a polished mother-of-pearl shell, etched with the Rendezvous' distinctive logo.

Stephanie thanked all who'd participated and in return received a hearty round of applause for a job well done.

As we wished the fleet safe travels, we reminded them that the payoff for all of *Latitude's* efforts with the Rendezvous and the Pacific Puddle Jump rally comes when cruisers like them send us stories and photos from the far-flung places they explore. Firsthand accounts from 'out there' are, after all, a big part of what makes *Latitude 38* magazine unique.

Hopefully you'll be hearing about these sailors' adventures in the coming



ALL PHOTOS LATITUDE / ANDY

months. It may not be your turn yet to start living the cruising lifestyle, but experiencing it vicariously may help keep the dream alive.

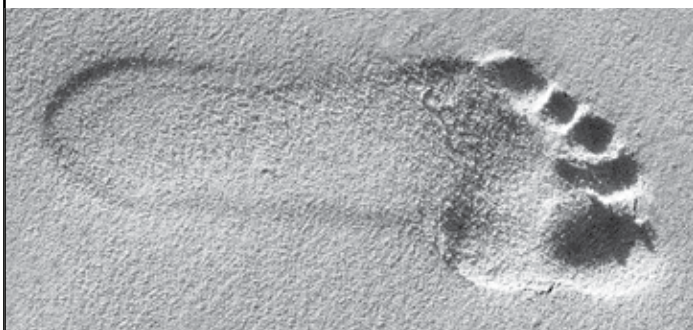
— **latitude**/andy

Look for our recap article on the 2013 Pacific Puddle Jump in September. And

Having just completed the crossing from Moorea in booming winds, the Rendezvousers were in high spirits.

if you're thinking about sailing west next winter, PPJ registration will begin in December at www.pacificpuddlejump.com. The 2014 Tahiti-Moorea Sailing Rendezvous will take place July 4-6.

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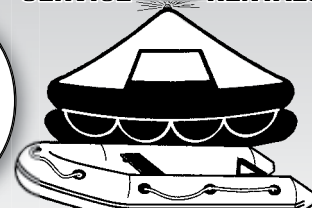
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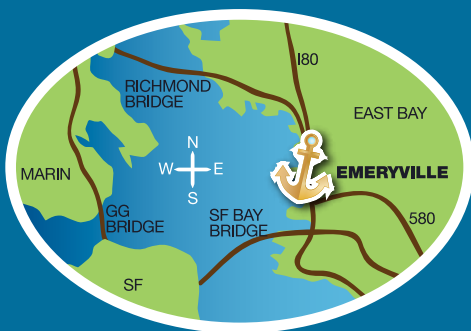
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LOUIS VUITTON CUP —

We're happy to report that America's Cup 34 has moved from the frustration phase — due to contentious haggling over proposed rule changes — to the unbridled enthusiasm phase. Rule mediation has concluded, Artemis Racing's new boat has been launched, and all shoreside infrastructure is in place. The Louis Vuitton Cup Semi-Finals are slated to begin August 6, with the Finals starting on the 17th. The winner, of course, will advance to the America's Cup in September.

In order to enhance your spectator experience, we checked in with self-described America's Cup nerd Jack Griffin to bring you up to date with the latest developments, and clarify some of the subtleties of the boats, crew gear, and race administration.

Sailors & Their Gear

Sailing an AC72 demands exceptional athletes. The sailors need stamina, strength and balance, combined with sailing smarts and intense competitiveness. The boats are overpowered — like a go-kart with a V8 engine. They sail shorthanded — only 11 crew to manage these monsters.

Imagine strapping on a 22-lb backpack, then sprinting from sideline to sideline on a doubles tennis court. This court is made of trampoline netting. It pitches up and down. You are running in a 40-mph crosswind. And, you are regularly sprayed by a firehose. When you are not sprinting, you are turning

motocross body armor. Since there is the chance of a capsize, each sailor has an emergency air supply and three knives in case he becomes tangled underwater in the lines or the netting. They wear three water-activated, high power strobe lights. Every man wears a climbing harness and carries 50 feet of rope with a self-lowering device. Boat shoes or sea boots have been replaced by trail running shoes — better to grip the trampoline netting.

Can Anyone Catch Emirates Team New Zealand?

In their first race against Luna Rossa, ETNZ finished over five minutes ahead, enough of a lead that Luna Rossa was scored DNF. In their second head-to-head, the shackle holding up ETNZ's jib broke during the first windward leg. The Kiwi crew struggled to take down their flogging jib, then threw it overboard (where a chase boat retrieved it). Even with that setback, Luna Rossa barely reduced ETNZ's lead. Once free of the pesky jib, ETNZ extended its lead over Luna Rossa, continuing to demonstrate full foiling jibes while powering to a 2-minute, 19-second delta at the finish.

Why are they so fast? Excellent execution everywhere. From designing and building their boat to crew choreography and maximizing practice time on the water, ETNZ has checked all the boxes.

Early in the design cycle ETNZ spotted a completely legal loophole in the AC72 class rule:

although daggerboards may not have moveable flaps or tabs, nothing said you could not rake and cant the entire daggerboard to enable hydrofoiling.



ACEA / ABNER KINGMAN



GUILAN GRENIER / ORACLE TEAM USA

Oracle crewman Kyle Langford imitates Spider-man after the October 2012 capsize.

the handles on a grinding pedestal at 200 rpm. Keep it up for 40 minutes. When the boat does not sail, you simulate this workout in the gym. That's what it feels like to be an AC72 sailor. That's why they burn 6,000 calories in a day.

Clear communication onboard is essential and difficult. All crew have head-phones built into their helmets, but only the helmsman, tactician and pit man have open mics. The other crew have "push-to-talk" capabilities, but usually need all their lung power for grinding.

Big boats going fast are risky — so the crew's gear includes helmets and

But, should you gamble your entire design program on that clever idea? No need to, if you could test it on a smaller scale. ETNZ bought two relatively inexpensive Morelli and Melvin SL33 catamarans — just smaller than 10 meters LOA, and therefore legal for testing under the Protocol. They replaced the traditional mainsails with wings, and — far more importantly — completely reworked the daggerboard cases to add rake and cant, not just board up and board down.

Once they had proven the concept with the smaller cats, ETNZ committed to a fully foiling AC72 design. It was months later that Oracle Team USA's



ETNZ

Before the Kiwis committed to a foiling AC72 they studied techniques with two M&M SL33s.

FULL SPEED AHEAD



days before we went to press, Artemis' team had just put their new boat in the water with a new wing, and had taken their first sail where they attempted to foil (July 24). They need to be ready to race in the Louis Vuitton Cup Semi-Final, which begins August 6.

Artemis quickly mastered foiling on their modified AC45 and it is a big plus that helms-

They have practiced every sailor's role in every maneuver.

man Nathan Outteridge is a top foiling Moth sailor. Nevertheless, the Swedish team now faces the monumental challenge of mastering foiling techniques on their brand new AC72.

And what about Luna Rossa? They bought the design of ETNZ's first boat and are the only team not to build two boats. They have continued to modify and develop their boat, but it is hard to see how ETNZ's first-generation design could be faster than their second boat. And, indeed, that's what we have been seeing on the water.

The Kiwis found a loophole in the AC72 class rules that allowed them to pursue foiling, and they've had more time on the water to perfect their technique. Can anybody beat them?

intelligence gathering uncovered the Kiwi concept. The Kiwis also tipped their hand by asking for a measurement ruling — required to be public — to be sure their daggerboards would be ruled class legal.

Aboard an ETNZ boat, this is a view down one of the foil trunks.



ETNZ

Oracle had been planning a non-foiling AC72, and shifted gears during their design phase. ETNZ foiled on their fourth day and sailed all 30 days that were allowed through January 31, 2013.

OTUSA struggled with foiling before capsizing on their eighth day of sailing in October 2012, and lost more than three months' sailing time while they repaired their boat.

Artemis continued to believe that non-foiling was the right concept until they found themselves at a clear speed disadvantage after lining up with OTUSA in February 2013. Artemis then committed to a fully foiling design for their second boat — fully two years after ETNZ.

When their first boat capsized on May 9, tragically killing Bart Simpson, the Artemis team lost not only their friend and teammate, but also their wing, which was destroyed in the crash. In the

Crew Work

ETNZ has shown flawless crew work. Their choreography during maneuvers



ACEA / GILLES MARTIN-RAGET

You never know what might happen. Here, the ETNZ crew jettisons their jib in mid-race.

on the race course shows the result of all those sailing days. They also set up in their gym a full scale model of their boat layout, complete with trampoline. They have practiced every sailor's role in

LOUIS VUITTON CUP —

every maneuver.

When their jib let go and started flogging in their second race against Luna Rossa they quickly mastered the situation with little drama. Luna Rossa's crew work has not been nearly as sharp.



With a huge sigh of relief, Artemis finally launched their new boat late last month.

Artemis has just started sailing their foiling AC72. They have top sailors, but their design team clearly left them with a big deficit of training time.

Artemis Racing's 'New Blue'

Artemis Racing climbed

a mountain, getting their new boat and wing built and in the water for a christening ceremony on July 22. The shore team made a heroic effort, including complete structural testing by flipping the boat upside down and loading it with weights and hydraulic jacks. The team still faces

mountains beyond mountains, however, as they prepare for their first sail, then try foiling and, if all goes well, line up to race on August 6.

So . . . can anyone beat ETNZ? Luna Rossa has not come close, even when ETNZ had an equipment failure. Artemis will score high emotionally by getting their boat on the water and into action, but barring massive breakdowns, they have little chance of taking a race from ETNZ, much less winning the seven races needed to claim the Louis Vuitton

BOTH PHOTOS: SANDER VAN DER BORCH / ARTEMIS RACING



America's Cup

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 Advance: 415.705.5556 or
www.pier39marina.com



FULL SPEED AHEAD

Cup. And, of course they would first need to beat their presumed opponent, Luna Rossa, in the semi-final.

That leaves Oracle Team USA. Although they have not lined up against ETNZ, they clearly have speed. Their

second boat looks fast, powerful and stable on her foils. And, they have two extra months to refine their crew work

CARLO BORLENGHI



Accidents like this (an AC45) were sobering.



Marks will be soft, but stationary.



Race Officers are fed live digital info.

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LIVELINE GRAPHICS & RACE MANAGEMENT

The LiveLine augmented reality graphics continue to work their magic, making the races easy and enjoyable to follow on TV. Developed by Stan Honey and his team, LiveLine also drives the umpire workstations that show the facts clearly, enabling instant, accurate ruling on protests, OCS (false starts) and out of

bounds. Principal Race Officer John Craig uses LiveLine, too. On board the Race Committee boat he uses a workstation to drag and drop course boundaries and marks into alignment with the wind, then pushes a button to transmit the info to the boat drivers who set the marks.

For the AC45 racing last year, the marks

were boats, held in position by a GPS system. Those mark boats were prime viewing places for official photographers and VIP guests, but in the interest of safety, soft buoys will be used for AC72 racing. The photographers and VIPs thus lose their great viewing locations, and John Craig's team must now set anchors for the marks.



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LOUIS VUITTON CUP

HOW PENALTIES WORK

Penalties are still hard for the audience to understand. Basically, they are "slow and go" — the penalized boat must slow down until a "penalty line," calculated by LiveLine, catches up.

For being over early at the start, for going out of bounds, or for fouling the other boat when it is on a different leg, the penalty line is set two lengths behind the penalized boat. When there is a foul between boats on the same leg, the penalty line is set two lengths behind the boat that was fouled — effectively meaning that the penalized boat must let the fouled boat get two lengths ahead. If a penalized boat tacks, gybes or goes out of bounds before offloading their penalty, the penalty is increased by two boat lengths.

In a boat-on-boat foul, why does it matter whether the boats are on the same leg? Imagine that one boat is clearly slower than the other. The slower boat could let the faster boat get a lap ahead and lurk near the last mark, hoping to get a penalty on the faster boat. The faster boat would then need to wait for the slower boat to sail the course and then get two lengths ahead. That would put a completely new twist on tactics. Fortunately we don't have to deal with it. Just remember: slow and go, and don't tack or jibe while you have a penalty.



ACEA / ABNER KINGMAN

while two-boat training. So, the question could just as easily be, can anyone beat Oracle Team USA?

We'll find out in September in the best-of-17-race America's Cup Match. Will ETNZ win 9-0? Will OTUSA win 9-0? Or will we have a knockdown, drag-out heavyweight slugfest that goes the full

The Kiwis may be in the spotlight now, but come September, Oracle Team USA will undoubtedly give them a run for their money.

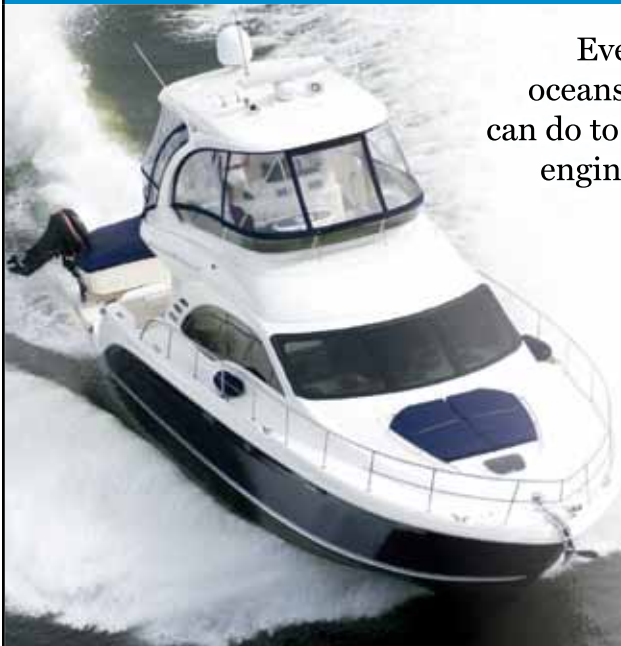
17 rounds? Be there!

— jack griffin

For more insights on AC 34 check out Jack's site: www.cupexperience.com

PROTECT THE BAY

Free Bilge Pads Courtesy of City of Alameda



Even a little oil goes a long way toward damaging our oceans, bays, rivers and lakes. As boaters, there's a lot we can do to stop pollution. A big step is simply preventing our engine oil from leaking into the water. By using a FREE bilge pad, you can do your part to protect our Bay.

Bilge pads and disposal cans are available at participating marinas in the City of Alameda.



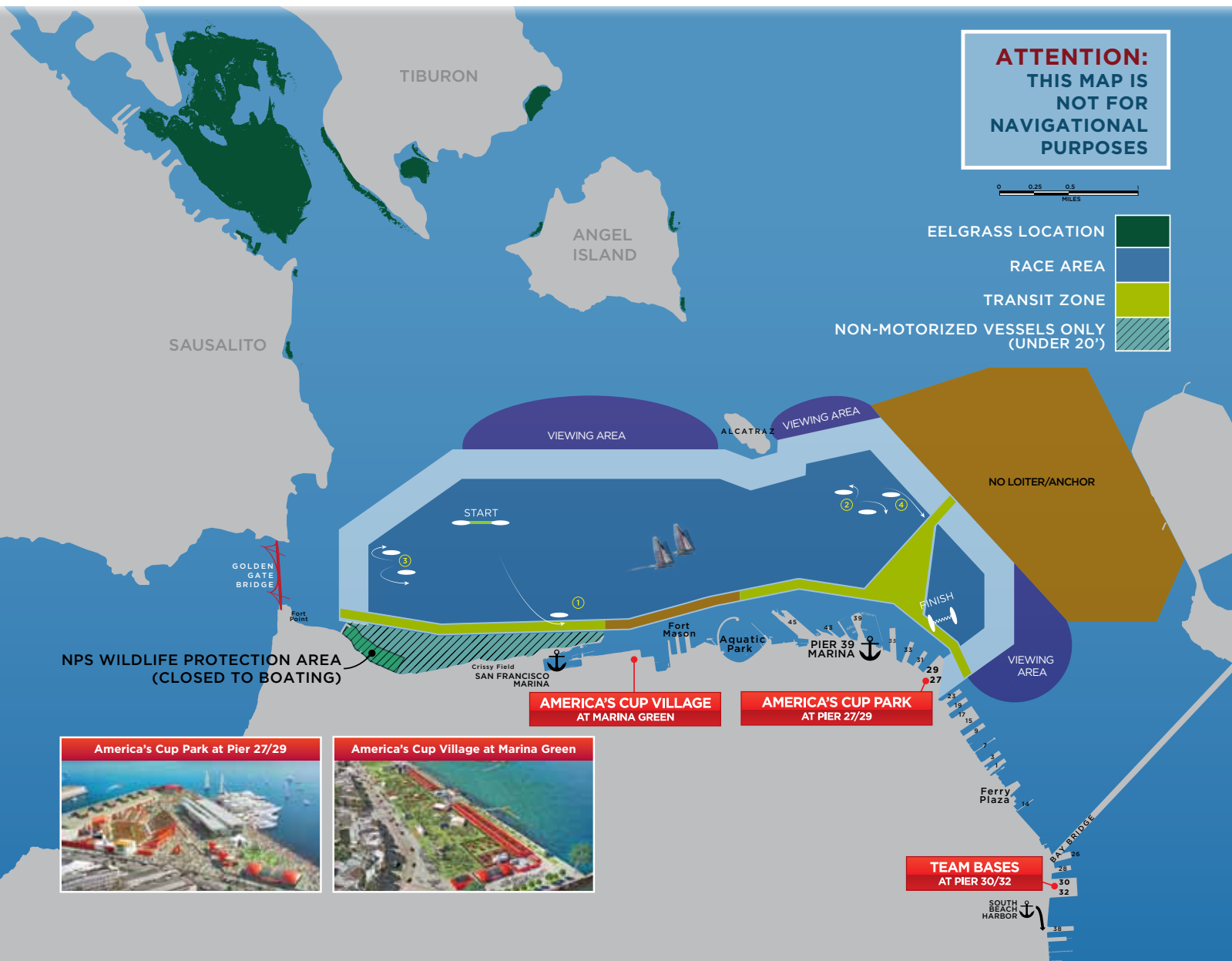
Learn more about *Clean Boating* - visit Coast4u.org and select the **Boating Clean & Green** link. For more information, please call the City Of Alameda's Program Administrator : (510) 747-7930

34 SAN FRANCISCO 2013 AMERICA'S CUP®



BOATER GUIDE TO SAN FRANCISCO BAY

PREPARED BY





THE 34TH AMERICA'S CUP

The City and County of San Francisco and Port of San Francisco are proud to host the best sailors in the fastest boats when the America's Cup, the oldest trophy in international sport, returns to the United States for the first time in 18 years. The 34th America's Cup will be the first time this event is visible from shore and we're counting on boaters such as you to help make it a sustainable and responsible event. Following are some tips to help you enjoy the Summer of Racing, including the Louis Vuitton Cup Challenger Series July 7 - August 30, the Red Bull Youth America's Cup September 1-4, and America's Cup Match Finals September 7-21 on San Francisco Bay.

BOATER SERVICES

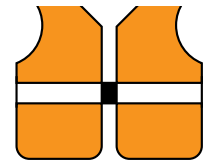
The attached San Francisco Bay Area Clean Boating Map lists locations of marinas, yacht clubs, and pollution prevention services including: used oil collection, sewage and bilge pumpouts, oil absorbent distribution and collection, marine battery collection, as well as marinas designated as clean marinas, mobile boat-to-boat services, eel grass locations, marine protected areas and helpful information about clean and safe boating practices.

Go to:
www.coastal.ca.gov/ccbn/SF_Bay_Clean_Boating_Map.pdf



SAFE BOATING INFORMATION

All mariners should be aware of safe boating practices and California's boating laws prior to setting out to view the America's Cup races. Visit the following links for more information: Safe Boating/Boating Laws: www.dbw.ca.gov; Race Course/Regulated Areas: www.americascup.com; Weather: <http://www.wrh.noaa.gov/mtr/marine.php>. Boaters are also encouraged to subscribe to the U.S. Coast Guard's Notice to Mariners at <http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm> and to listen via marine band radio (VHF-FM Channel 16) for other updates regarding the race.



Operating Restrictions

Vessels of less than 20 meters in length (including sailing and non-motorized vessels) shall not impede the safe passage of a power-driven vessel following a traffic scheme, such as a ferry or commercial ship.

Unless expressly permitted by the Port's Maritime Manager or in the case of a marine disaster, vessels may not:

- Embark or disembark persons at ferry terminals,
- Moor at any wharf, dock or landing or occupy a stall, berth or mooring within the Port of San Francisco,
- Operate within 500 feet of the pierhead line, except for entering or leaving a berth or slip, or
- Operate personal watercraft within 1/4 mile from all Port of San Francisco waterfront facilities or National Park Service shorelines.

Protected Areas

Boaters must avoid all eelgrass beds, wetlands, marine protected areas and environmental buffer zones along Crissy Field shore and around Alcatraz Island delineated on the attached map.

Who to call

Emergency Contact Info: Use VHF-FM Channel 16 to contact U.S. Coast Guard for on-water emergencies or dial 911.

For non emergencies, contact the SF Police Department: (415) 553-0123 or U.S. Coast Guard (415) 399-3530.

Contacting Other Boaters: To contact another vessel use VHF-FM Channel 16. Once contact has been established, shift your conversation to an alternate frequency.

ENVIRONMENTAL PROTECTION

San Francisco Bay is the West Coast's largest estuary and hosts a rich diversity of plant and aquatic life, including over 150 species of fish, insects, amphibians, reptiles, birds, mammals and plants that are considered threatened or endangered. About two-thirds of the state's salmon pass through the Bay as well as nearly half of all the birds migrating along the Pacific Flyway. In addition, the Bay supports extensive shipping, fishing, and other commercial and recreational maritime uses.

Invasive Species Control

Clean before you come & Clean before you go.

Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment.

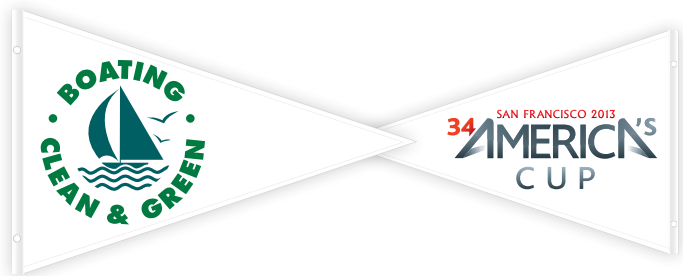
Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:



- Ensure appropriate anti-fouling paint is still within the defined effective period as indicated by the manufacturer. Use multi season anti-fouling protective coatings suitable for San Francisco Bay.
- Clean your trailer and boat, including all underwater surfaces, intakes, and internal seawater systems prior to coming to SF Bay in a location out of the water as close to your departure date as possible, but no longer than one month before you leave. If your boat was not cleaned before coming to San Francisco Bay, DO NOT clean the boat while it is in the water. Instead, haul the boat out of the water to clean.
- When leaving, if the vessel has been docked/moored in the Bay for a month or more, clean your equipment prior to returning to your home marina.
- Do not transport live bait. Properly dispose of residual fishing bait in trash receptacles. Drain all live wells before departure.

Marine Mammal & Seabird Protection

The Federal Marine Mammal Protection Act prohibits harassment of marine mammals, including feeding or attempting to feed a marine mammal in the wild or negligently or intentionally operating a vessel to pursue, torment, annoy or otherwise disturb or molest a marine mammal. To report a marine mammal incident, contact the National Marine Fisheries Service at (562) 980-4017. Similarly, the Federal Migratory Bird Treaty Act prohibits harassment of migratory birds, including pursuing, hunting, taking, capturing or killing migratory birds, nests, or eggs.



CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at

<http://www.americascup.com/boater-pledge>.

- Implement Invasive Species Control Measures
- Prevent illegal dumping of any raw sewage or garbage overboard in the Bay, including plastics, solid, biological or hazardous wastes, fishing line, cans or bottles, cigarette butts, cleaning or maintenance products. Take advantage of shore-side facilities to properly dispose of your trash and recycle plastic, glass, metal, and paper. Use the attached San Francisco Bay Area Clean Boating Map to locate sewage pumpouts or mobile-pumpout services to properly dispose of raw sewage.
- Use cleaners that are water-based, biodegradable, phosphate-free and labeled as less toxic. Check out these less toxic cleaning alternatives for all types of uses: www.coastal.ca.gov/ccbn/lesstoxic.html
- Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: <http://www.calrecycle.ca.gov>

Other helpful clean boating links include:

- A Boater's Guide to Keeping Pollutants Out of the Water: <http://www.coastal.ca.gov/ccbn/bindercard.pdf>
- Clean Boating Habits: <http://www.dbw.ca.gov/Pubs/CleanBoatingHabits/Default.aspx>.
- Environmental Boating Laws Brochure: <http://www.coastal.ca.gov/ccbn/EnvironmentalLawsBrochure.pdf>

FOR MORE INFORMATION

More details on how to be a clean, responsible and informed boater can be found at:

www.americascup.com | www.sfgov.org/americascup | www.dbw.ca.gov

Thank you for doing your part to make the 34th America's Cup in San Francisco a safe and clean international sporting event. We'll see you at the regatta!

THE LATITUDE 38 INTERVIEW

Jim & Kent Milski

Long-time West Coast sailors Jim and Kent Milski completed a circumnavigation aboard their Lake City, Colorado-based Schionning 49 catamaran Sea Level in June, and we caught up with them in an interview at La Cruz de Huanacaxtle, Mexico.

Latitude 38: How long were you gone and how many miles did you cover?

Jim Milski: We left Zihua in mid-April three years ago and arrived back in mid-May. So three years and one month. We didn't keep track of our mileage, but we probably covered somewhere between 35,000 and 40,000 miles. We took a slightly different route than most, as we skipped New Zealand, but sailed all the way down the east coast of Australia and crossed the Bass Strait to spend a few months in Tasmania. We then sailed up the east coast of Australia, continued west via Papua New Guinea, Indonesia, Singapore, Malaysia, Thailand, the Indian Ocean, South Africa, the Atlantic Ocean and the Caribbean Sea.

38: Would you have preferred to go by way of the Red Sea and the Med rather than South Africa?

Kent Milski: Almost all the cruisers we met would have preferred to go around via the Med, in part because it's shorter and easier than going by way of South Africa.

JM: I wished we could have gone to Turkey and Greece. But not France, Italy or Spain, because cruisers tell us those places are very expensive and it's hard to anchor out. But with the continuing threat of Somali pirates in the Gulf of Aden at the time, we had no choice.

38: Tasmania isn't exactly on the 'Milk Run', but cruisers who have been there tell us they really like it.

JM: Tasmania was our favorite part of Australia. While there, we stayed at the Royal Tasmanian YC, where you can get a mooring for \$10 or less a night.

KM: Hobart is very pretty.

JM: They have hardy sailors down there. I saw them hold a beer can race when it was blowing 35 knots. They told me they call off races when the wind gets in the mid-40s. It's cool down there, and even colder when you go surfing.

KM: The problem with Australia is that it's really expensive if you have U.S. dollars.

38: Which explains why so many Aussies are coming to California to buy sailboats. They can actually make a profit on their cruises.

JM: We met a lot of Aussies who had bought California boats and were taking them to Australia. Some of the guys were doing it for the second or third time.

38: Potential cruisers are always interested in how much it costs to cruise. Can you give some guidance?

JM: That's a tough question to answer because it depends on what standard of cruising you're talking about. For example, we saw young couples out there who hardly had any money at all. I'd say they could easily get by on less than \$10,000 a year.

38: Were you able to get by on \$35,000 a year?

JM: We could have, but we like to go out to dinner and do things when we visit places, so we spent a little more. Of course, we couldn't afford to go to dinner in places such as Australia because it was \$100 for the two of us.

KM: We could, however, sign in as guests at Aussie military or veterans clubs that served food — and usually had gambling and allowed smoking. It was cafeteria-style food, but at least it was reasonably priced. Of course, even the best Aussie food isn't very good. The food in Thailand, on the other hand, was both delicious and inexpensive.

38: You completed your Schionning 49, a performance cruising cat, from a kit. How did she hold up?

JM: Really well. I was very impressed. The other thing that impressed me was how comfortable she was at anchor and in rough weather. Kent kept a big shell collection on a shelf in the salon. We sailed all the way around the world without the pile ever falling over.

KM: Some of the shells did fall.

JM: Well, a few did on one occasion, but not many. I was really impressed.

38: What kind of speeds were you able to maintain on passages?

JM: We once did 985 miles in five days, which isn't bad for a couple who weren't pushing it. This happened while we were sailing from Cocos-Keeling to Rodrigues Island in the southern part of the Indian Ocean. Cruisers call this stretch of water 'The Bitch', and it truly is a nasty piece of work. Every cruiser I talked to in Rodrigues, Mauritius, Reunion and South Africa said it was the worst bit of water they ever sailed. And some folks had been cruising for 20 years.

KM: We might have hit it at the wrong time, too.

JM: Part of what made 'The Bitch' so bad was that the swell came out of the southeast and hit us on the beam.

38: There were just two of you, you're both in your 60s, it was windy, the seas were hitting you on the beam — what kind of sail did you carry?

JM: On that stretch we had a double reef in the main and the partially furled headsail. We actually sailed much of the way around the world with a double-reefed main. When you go westaround, it's mostly

downwind, so you can do that. We can't carry a full main when sailing deep because the main rests on the shrouds. But with a double reef in the main, we could let the main out much farther and therefore sail much deeper. In addition to the often double-reefed main, we'd carry either the headsail or a spinnaker. By experimenting, we found that we could sometimes effectively sail wing-on-wing.

KM: When it was really windy, we'd sometimes fly only the jib. A lot of times it was almost as fast as sailing with the main and jib.

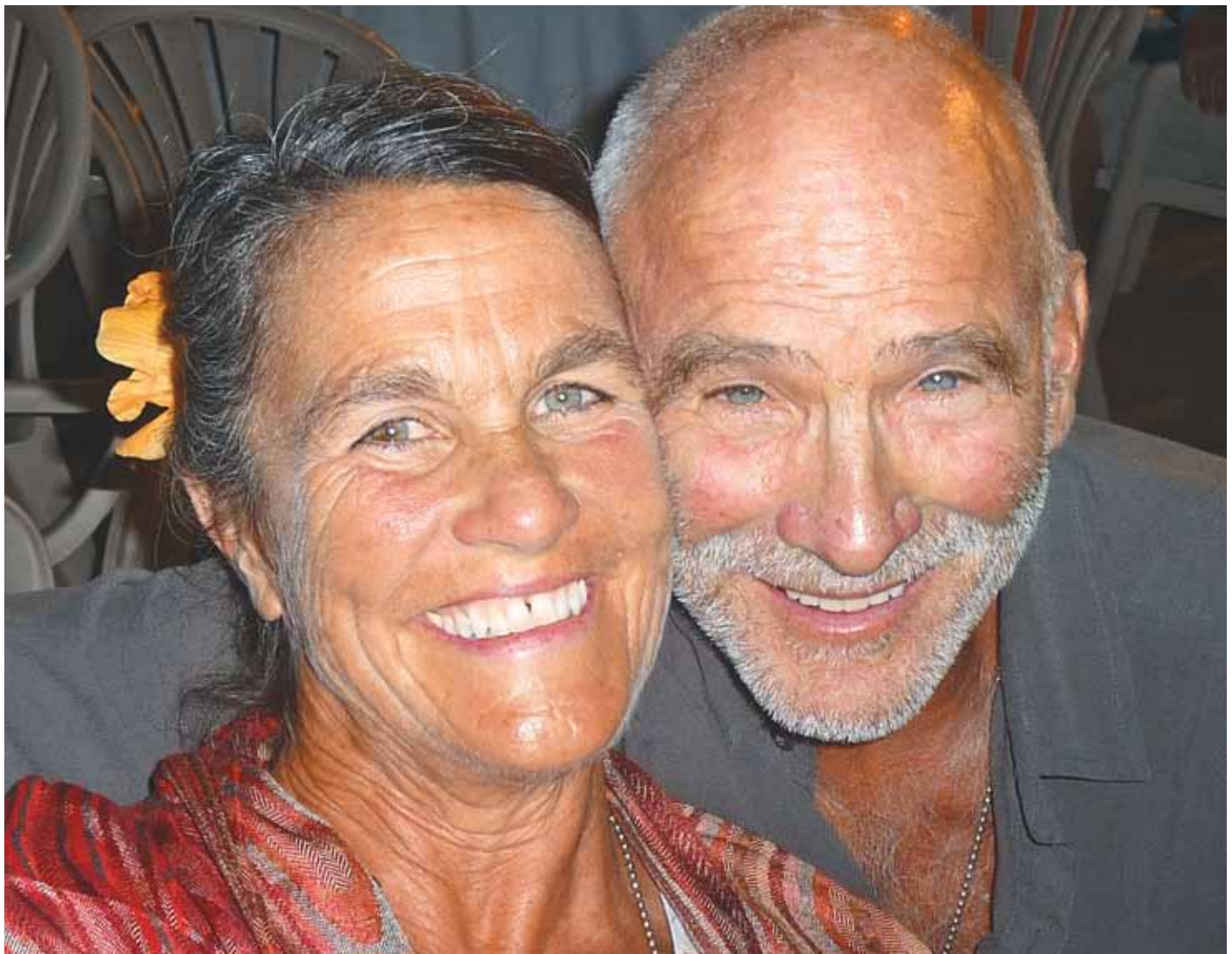
38: Ever get caught with too much main up?

JM: Sure. [Laughter.]

38: To the point where you were tentative about rounding up through the 'zone of death'?

JM: I know what you're talking about, but no, not really,

"Part of what made 'The Bitch' so bad was that the swell came out of the southeast and hit us on the beam."



because we usually had a double-reef in the main.

38: *What was the worst weather you had?*

JM: We had close to 50 knots and 25-ft seas for two days while south of Madagascar. So we lay to a Para-Anchor we'd bought from Fiorentino of Los Angeles. It's an excellent product and worked unbelievably well in 25-ft seas, some of which came over the length of the boat.

38: *Tell us more about the Para-Anchor.*

JM: We'd never used it before, so we watched the instructional DVD three times before putting it out. It worked just as advertised. We kept ours — it includes 400 feet of 5/8" flaked line along with the chute and retrieval ball — in a big tub we bought from Wal-Mart. The only thing we did differently from the DVD was use zip ties on the last 30 feet of line because I wanted it all to go out to the bridle at the same time. And pop! pop! pop! — it did. Retrieving the Para-Anchor in 25 knots of wind was more difficult than setting it.

38: *What was it like to ride out 50-knot winds and 25-ft seas at the end of a Para-Anchor?*

KM: We were both exhausted, so it was the only time during the circumnavigation that we both went to sleep without even discussing it. We both got a good night's sleep.

JM: We also played Scrabble and watched movies. It was perfect.

38: *Weren't you getting thrown around a lot?*

JM: No. Well, on the second day the swell and wind weren't lined up, so we had the cockpit fill with water a couple of times,

something that never happens. And the wind in the rigging caused a deep humming sound. If we hadn't set the Para-Anchor, I suppose we could have headed back to Madagascar.

KM: But we were doing 18 knots off the back of the waves. And if we'd hit a wave and the boat had broached, it wouldn't have been good. It's also possible that we could have just continued on under tiny jib alone.

JM: The other time we had strong wind — in the 40s — was while sailing up the west coast of Africa from Cape Town to Namibia. Boats in the anchorage at Luderitz were reporting 50 knots, and we were just outside, so we dropped the main and just carried a tiny bit of jib. *Sea Level* rode out those conditions just beautifully. It made me wonder if we should have just carried on with a tiny jib rather than set the Para-Anchor in the previous blow — although it was a more concentrated and intense storm.

KM: Prior to the strongest winds of the first blow, Jim had to go up the headstay because some of the screws holding the roller furling sections together had come out.

JM: We'd had it happen earlier in Australia, too, and it resulted in the jib's being torn. I sure didn't want that to happen again in the nasty conditions of 'The Bitch', so I had to fix it. In retrospect, I should have just left a wrap or two in the jib and kept going until we could repair it in South Africa. I don't know why I didn't think of that.

KM: The result was that our expected seven-day passage from Rodrigues to South Africa ended up taking 19 days. It

the latitude interview:

took a couple of days to fix the roller furler, we were on the Para-Anchor for two days, and after two days of sailing toward Richards Bay, South Africa, we got blown up to Mozambique, losing much of the ground we'd made.

JM: We ended up anchoring behind some point in Mozambique for two days while it blew 25 knots. So yeah, it wasn't our best passage.

Speaking of wind, we had quite a bit on Christmas Day while tied up at Simon's Town, South Africa. On two occasions it hit 50 knots, so I went up to the office to alert them to the fact that their long dock was 30 feet out of line and looked like a snake. "Ah, don't worry," they told me, "we've had 100 knots before." [Laughter.]

38: Given these experiences, you must have developed a lot of confidence in your cat as a seagoing vessel.

JM: Yes. But as you know from owning *Profligate*, a 63-ft performance cruising cat, and a Leopard 45, which is a typical eight-person charter cat, there are big differences in catamarans. We used to own a Privilege 39 in the Caribbean. She was very comfortable at anchor, but she was overweight and didn't sail very well. I would not have wanted to sail her around the world. But performance cats, man, we had a spectacular ride with *Sea Level*!

38: The two of you could easily handle the 49-ft cat?

KM: Jim can handle the boat himself, but I'm not strong enough to do things like put up or change sails. But the rest wasn't a problem.



ALL PHOTOS LATITUDE / RICHARD

'Sea Level' was built on Mare Island in Vallejo.

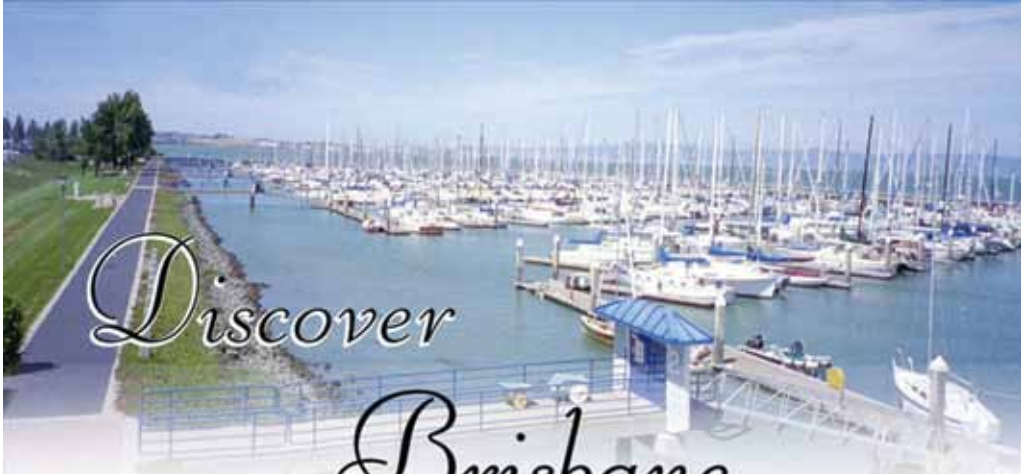
38: How often did you fly the chute?

JM: A lot. We started with a couple of chicken chutes.


KM: We went through those two chutes, but have a nice new one now.

38: How much wind would you fly them in?


JM: I would start to get concerned in 18 to 20 knots of true




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wind. But I remember running up the coast of Australia one time when we did 75 miles in six or seven hours. "We're here already?" we said to ourselves. It was really cool.

38: *Do you blanket the chute with the main to drop it, which is what we do on Profligate, or do you use a sock?*

JM: We used a sock. It's tricky figuring out the best way to use one, but once you do, they're great. If it was blowing pretty hard when we wanted to drop the chute, we'd start both engines and motor downwind as fast as possible to reduce the apparent wind on the chute.

38: *What can you motor at?*

JM: Ten knots, with both engines at full throttle. But we don't do that often. We usually motor with just one engine, as it saves a lot of fuel and hours on the engine. At 2,200 rpm we can cruise at six knots with our triple blade Volvo folding props.

38: *Prior to the circumnavigation, you made trips to the Pacific Northwest and to Mexico. How many hours do you have on the engines now?*

JM: Probably about 4,000 on each, but it's a bit of a guess as both engine hour meters stopped working at nearly the same time.

38: *Let's talk about gear or systems that worked well for you.*

JM: SailMail was great! From Reunion to South Africa is a pretty remote part of the world, and there's a SailMail station in Mozambique, but the signal isn't good. On several occasions we'd have to use a lot of time — maybe 20 minutes — to download a GRIB file. But after 19 minutes, it would inevitably

disconnect and we'd have to start over. [Laughter.] It drove me crazy. SailMail sent us a letter saying that we were using so much time they'd have to shut us down. When I explained the situation, they said they knew it was a problem area, they would give us more time, and not to worry about it. Those people rock!

Our Harken, Lewmar and Garhauer stuff all held up well.

38: *What didn't hold up?*

JM: We went through a lot of spinnakers. We picked some up from Bacon Sails on the East Coast. They were cheap and good. We paid \$1,200 for a red and white chute that was like brand new. We got great use out of it for three years. We used it for an 8.5-day-and-night spinnaker run out of St. Helena. Then it tore to shreds.

KM: We'd had it repaired a couple of times before, and even had part of the bottom cut out. I liked it smaller because it was hard to see forward in its original size.

38: *What about white sails?*

JM: We had a Spectra mainsail from North that lasted 35,000 miles. When I called to tell them it wasn't good anymore, they said, "Wow, you got 35,000 miles out of it?!" They said they'd never heard of one lasting that long. [Laughter.] Our roller furling headsail is a North NorLam sail, and it's still going strong. We replaced the main with one made at the big Rolly Tasker loft in Phuket. Their sails aren't as technologically advanced as those from lofts such as North, Quantum, Ullman and others, and what they call a high-tech sail may be a low-tech sail here in the States. But the main was a lot less expensive, too.

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It might have a little too much belly, but it's been a good sail.

38: *What's the ideal number of crew for a passage on Sea Level?*

JM: Four on passages was perfect, as everybody got plenty of sleep and there was plenty of help if we needed it. While four was the perfect number, Kent and I did much of the circumnavigation ourselves.

38: *We talked about the worst weather; what were some of the best sailing passages?*

JM: Sailing across the Marquesas was really nice. It took 21 days, which is a long time, but only because we hung out for two days after I thought I'd seen a flare. It turned out to be meteorite that had hit the water and then threw sparks into the air. I learned this from Steve and Manjula of the Gualala-based Corsair 41 catamaran *Endless Summer*.

38: *Where are Steve and Manjula now?*

JM: We split paths in the Hermit Islands near Papua New Guinea, and they headed up to Palau. They are now working in California while *Endless Summer* waits for them in Darwin.

38: *It's a long way across the Atlantic from South Africa to the Caribbean. What was that like?*

KM: Sailing across the South Atlantic was a piece of cake.

JM: It was the best sailing of our entire circumnavigation, particularly from St. Helena on. But all the way across the South Pacific was great — although we had some pretty rough weather on the way between Fiji and Tonga. But it was the people on the monohulls who really got beat up.

We were in Niue when the Chris White-designed Atlantic



Royal Langkawi YC, Malaysia, one of the Milskis' favorite stops.

57 catamaran *Anna* got hit by a 62-knot squall and flipped. A bunch of us cruisers in Niue were watching the approaching storm and couldn't figure out what *Anna* was doing out there. We could see these two lows coming together, so we knew there was going to be big wind. Fortunately, they both survived.

KM: I talked to the crewmember, and he told me that the cat had been built in Chile, sailed to New Zealand, and they were heading up to Tonga to be part of some whale research

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JM: My understanding is that they had offered the services of the boat to the whale research people, so they were trying to meet a schedule of people flying into Niue. I'm not sure how *Anna* was rigged, but *Sea Level*, like a lot of multihulls, has dedicated winches for the halyards. We do not use sheet-stoppers, as it can be hard to open them quickly in emergency situations. I think cats should have dedicated winches for halyards so they can be released instantly.

KM: Jim and I aren't crazy about the idea of having to open the front door of the salon in order to go to a forward cockpit to get at the sail controls.

JM: I don't think it's crazy, I know it's absolutely crazy. You mean if you want to adjust the sails in really rough weather you have to open a door at the front of the salon and go forward? You want to flood the salon with a bunch of sea water? I'd yell, "Don't let the guy from the cockpit in, don't let him in!" [Laughter.]

38: *We can't help but wonder if the crew of Anna, having to open a door to go out to the forward cockpit, weren't able to get to the sail controls in time to keep from flipping. After all, every half-second could mean the difference between going over and not going over. If Anna had rope clutches instead of dedicated winches for halyards — and we have no idea if this is the case — it would have slowed their response time even more.*

That speculation aside, we know a number of very experienced multihull sailors — such as Paul Hand, the skipper of the much-raced Gunboat 66 Phaedo — who are just fine with the

forward cockpit concept. John Franklin of Chico has done 13 trips from the Caribbean to the Northeast, and 12 trips from the Northeast to the Caribbean, on either his Atlantic 42 Lightspeed or his Atlantic 55 Spirit, and seems to not have any problem with a forward cockpit.

During your three years did you learn anything about the wisdom of trying to meet people at a certain place and time?

JM: We live by the saying 'You get to choose the time or the place, but not both'. [Laughter.]

38: *Tell us about some other good passages.*

JM: I liked going around Papua New Guinea. We left Townsville and northern Australia, and went to the Louisiades. They are lovely, but almost nobody goes there.

38: *Crocs up there?*

JM: All of New Guinea and Indonesia have crocs.

KM: But we didn't see any.

JM: All of Vanuatu has crocs and so do all of the Solomons. But it was funny, because when in Indo or New Guinea, we'd ask in the local language if there are any crocs at a certain place, and they always respond, "No, not here. But there are crocs in those mangroves 200 yards away. So we swim here but not there." Geez, unbelievable.

38: *We recently got a letter from Bob Bechler of the Gulfstar 41 Sisiutl, who has cruised a lot of places. He said Indonesia didn't have any wind and was the worst place, for a variety of reasons, that he'd ever cruised.*

JM: We had some pretty good wind there. We went around New Guinea without stopping. There was just us, *Endless*

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Summer, and a Dutch boat with two little kids, and we hung together. In three months of going west through Indonesia, we didn't see another cruising boat. It was really cool. The diving was great and it was very pretty.

38: You went to Indonesia's Mentawi Islands, home of world-class surf, didn't you?

JM: We did. But I couldn't surf most of those places because they were above my ability. [Laughter.] I'm too old and slow now. But my son had a great time as the waves were perfect barrels. "Why couldn't I just be 40 years younger?" I'd say to myself. [Laughter.] Oh man, those waves were great!

KM: Such great waves and there is nobody there.

JM: The Mentawis are a great cruising ground, too. Unlike the rest of Indonesia, which is overwhelmingly Muslim, we were surprised to find that most of the people in the Mentawis are Christian. They were really friendly, and because of all the surfers that come through, some speak English. There are a couple of surf lodges, but most of the surfing is done from charter boats. The captains are really nice guys who try to spread the surfers out among the spots.

38: Where else did you find good surf?

JM: Tahiti. That's where we met Liz Clark of the Santa Barbara-based *Cal 40 Swell*. She stays around Huahine. What a great gal! We had so much fun visiting with her.

38: Was there any place that you really didn't like or found the weather to be awful?

KM: Thailand was too hot for me. The same with Costa Rica, Panama and Singapore.

JM: Singapore is expensive, too. A car costs something like \$280,000 USD.

KM: And nobody can have a car that's more than 10 years old.

38: How can people afford them?

JM: They can't, which is how they get everybody to take public transportation. They have an excellent system.

38: Any major breakdowns?

JM: No, just lots of little things. I'm actually amazed that some cruisers make it around, because some of the cruising boats we saw were in really poor condition. I couldn't believe that some of them were even floating.

38: What about most valuable equipment?

JM: AIS is a really great safety device, but ours went out right before the Malacca Strait, which is where you need it more than anywhere in the world. Because we couldn't get it fixed or replaced, and other reasons, we still haven't gotten another one. But the next one is going to have the capability to both transmit and receive. Having both gives you a greater safety factor.

KM: Not that AIS is being used around the planet.

38: Did you ever fear for your personal safety?

JM: A couple of times. Once off the coast of New Guinea a boat showing no running lights hit us with a spotlight from a couple of miles off. We didn't know who they were, and we were warned that there were pirates — euphemistically called 'rascals' — in the area. So we turned off our lights, maxed out both engines and beat feet. Fortunately there was no moon.

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38: But you don't know for sure they were pirates.

JM: No, we don't. There was another time in New Guinea when we were with Steve and Manjula of *Endless Summer* and the Dutch boat. Some guys kept eyeing our boats suspiciously, so we decided to up anchor and get out of there. Another cruiser told us that the 'rascals' were armed and known to be pretty nasty.

38: The latest news is that Australia is now going to deport all illegal immigrants to New Guinea. They figure that will reduce the influx in which many have died at sea.

Did you come across any anti-American feeling anywhere?

JM: None.

38: Is three years too fast to do a circumnavigation?

KM: Yes.

JM: Probably.

38: Where would you have spent more time?

KM: New Zealand and Micronesia.

JM: New Zealand, the Philippines and Vietnam.

38: As wonderful as visiting Vietnam is, you can't cruise there.

JM: That's a shame, because we visited Vietnam by land and loved it. We did a four-day motorcycle trip on their version of Harleys, with a guide driving each one. They knew where to get off the main roads. They have all these new black-colored roads, but they all looked white because they were covered with rice. When we asked them what they do when it rains, they said they sweep it up and put it back in the barn. [Laughter.]

38: We recently got a report from a couple who have done

28,000 miles, and they still haven't left the Pacific. Knowing what you know now, would you go all the way around again, stay in the Pacific, or what?

KM: I can understand people spending so much time in the Pacific, as the weather is nice, there are lots of fish . . . we didn't see enough of it. But we loved going to all the places we did.

JM: It was all good. The place that surprised us was South Africa. I hadn't expected to like it because of all the racial hatred and tension. It is tense there, and both sides will admit they have lots of problems. Everybody knows it could work out well or work out terribly. But they have hope.

38: What does the future hold for you and *Sea Level*?

JM: We don't know, except that we're headed back to California. We've been sailing a lot, and we need to take a break. We might sell the boat, we might not.

KM: I'm the one who wants to keep *Sea Level*. I like being on her. Building her was a big investment in time and money, and I don't think we're done getting our return. The best thing would be if we could afford to have a little something on land and keep the boat. After all, *Sea Level* is such a great tool for cruising. But I understand Jim's point of view, as he's the one who always has to fix stuff. My job is cleaning.

JM: Who knows, maybe we'll try to do some charters. As far as I'm concerned, the coast between Zihuatanejo and here [La Cruz] on Banderas Bay is one of the greatest places to cruise in the world. It's got great sailing, great surfing on sand, and is inexpensive.

— latitude/richard



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MEMORIES OF VAVA'U —

With only a couple of months left before the South Pacific cyclone season begins and the unofficial cruising season ends, many boats are now heading to the Vava'u Group of Tonga to stage for their southbound sprint to New Zealand. While there, many crews will take part in the annual Regatta Vava'u, created by former Bay Area sailors Ben and Lisa Newton. This report gives you a sense of what this year's event will be like, plus the author's insights about cruising this remote 'Kingdom'.

It was obvious on the first day of the fourth annual Regatta Vava'u in the Kingdom of Tonga last September that this was not your typical volunteer sailing regatta.

Glossy colored schedules were distributed. High-end mobile sound systems were in place. Tongan officials attended in traditional dress. And opulent prizes — including a haulout in New Zealand — were awarded.

The week-long Regatta Vava'u is the brainchild of former San Francisco sailors Ben and Lisa Newton, who arrived in these islands almost a decade ago aboard their Cooper 42 *Waking Dream*. In 2004, they fell in love with the northernmost Tongan island group — the Vava'u group — and decided to make it their home base.

Waking Dream, which was built in Canada, drifts on a mooring in front of the couple's under-construction island home, ready for more explorations. Their home sits on two-acre Fetoko Island. Having leased it, they are the only inhabitants.

Former corporate event and high-end adventure sports planners in the Bay Area, Ben and Lisa have applied their professional talents to Regatta Vava'u, hoping to entice more cruising sailboats to enjoy these pristine islands. It's working.

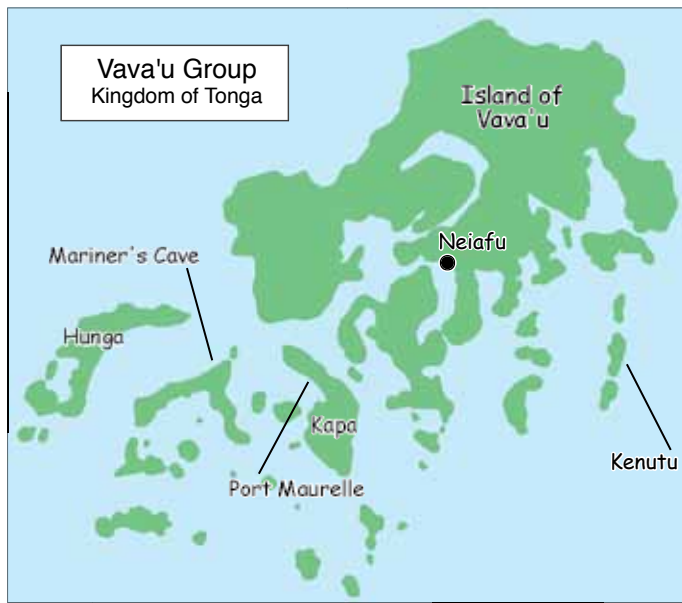
Although preparations are now being made for the fifth annual regatta (October 10-14), memories are still fresh from last year: 68 boats from around the world signed up for the 2012 event, establishing it as a late-season destination before heading on to avoid the south-of-the-equator summer cyclone season.

Cindy Russell — another cruiser from California who relocated to Vava'u from San Diego — made her way to Tonga with Baker Hardin on *Lite N Up*, an Islander 44. They spent 1998 in Puerto Escondido in the Sea of Cortez, then headed south to Costa Rica, Nicaragua, El Salvador, Panama and Ecuador before heading to

the South Pacific.

They arrived in Tonga in December of 2001, and the next year opened Tropical Tease, a silkscreen T-shirt shop located on the waterfront in the capital, Neiafu. A decade later, Cindy is one of Vava'u's biggest fans — and a regatta sponsor — creating original designs for Regatta Vava'u crew shirts, and customizing them for the regatta boats.

She says Tonga remains a favorite destination because it is small and not



overdeveloped.

"The regatta really works because it draws in not only the cruisers, but the small, friendly local community," she says. "It's our biggest event of the year."

Be Prepared to Party

Regatta Vava'u week began Saturday with a day of fun and music including outrigger races by competing Tongan villages — a fund-

raiser to purchase a new outrigger for competitions.

Sunday, the Regatta was quiet because almost all businesses are closed and almost everyone goes to church at 10 a.m. But late that afternoon a cruiser's floating potluck and cocktail party in the harbor got people ready for Monday, a day that started with a Zumba class on the deck of The Balcony pub. At 11 a.m. the Tridecagonathlon (wacky sports day) began in earnest, ending at 4 p.m. with a hilarious pie-eating contest that predictably morphed into a pie-throwing contest.

The following day was Kid's Day, a much milder event that showcased a marching band that paraded through town, along with native dancers.

The Sailing Regatta

After a warm-up just for fun, Regatta Vava'u put on its first race Tuesday, sponsored by Yacht Services New Zealand — a "Boot & Rally Race."

After months of drought, the rain came down in buckets that morning and cruisers and islanders were ecstatic about their newly collected rainwater. But by race time the clouds had cleared and the fleet, composed of catamarans, monohulls and a Tongan classic, set sail, making



LATITUDE/ANDY

END-OF-SEASON CRUISERS' HAVEN

two land stops before finishing.

One stop required racers to enter a cave by water to read three letters written on a four-foot tall Tiki. The second stop had crews land on a beach where

It provides one of the safest anchorages in the tropical South Pacific.

a second tiki was in the palm trees with the remaining letters of a Tongan word. The phrase was Ofa Atu, which means both 'I love you' and 'cheers' in Tongan.

By afternoon, in 10- to 15-knot winds, the racers crossed the finish line and were soon back ashore swapping tales. The top finishers were: Catamaran division, *Citrus Tart* (Australia), *Ruby Soho* (Canada) and *Quixotic* (BVI). In the monohull division, *Hawkeye* (NZ), *Cuttyhunk* (Newfoundland) and *Aka* (Hawaii).

Race two was the Whangarei City Challenge, a spin around the Neiafu Harbor that was a classic beer-can-style contest. It included a lively downwind spinnaker run in which Bob Johnson and Ann Adams' San Francisco-based *Tayana 37 Charisma* earned inglorious distinction by flying their

spinnaker upside down.

It didn't matter, though. *Charisma* passed three boats before making the turn for the finish. The top finishers in the Whangarei City Challenge race were: Catamaran division: *Citrus Tart*, *Ruby Soho* and *Quixotic*. Over 40-ft monos, *Cuttyhunk*, *Hawkeye*, and *La Fiesta* (Australia). Under 40, *Cirrus* (Hawaii), *Aka*, and *Charisma*.

Race three was the Regatta grand finale — the Sunsail Vava'u Cup Race — an 11-mile sail to the beach at the Tapanā's Anchorage.

The race started mid-morning in Neiafu Harbor, near the Mango Restaurant, ending at a gorgeous protected beach where Ben, Lisa and the other regatta organizers had a beach party set up with elements that were reminiscent of Burning Man. It rocked through the night.

The Sunsail Vava'u Cup Race winners were: Cats: *Citrus Tart*, *Sarava* and *Ruby Soho*. Over 40-ft monos: *Cuttyhunk*, *Hawkeye* and *Superted V*. Under 40-ft monos: *Cirrus*, *Charisma* and *Evangeline*.

Of the 68 registered boats about half



SYLVIA FOX

With their background in hosting special events, Ben and Lisa add elements of Burning Man to their Full Moon Parties.

pean cities. From the number of boats in the anchorage at the Full Moon Party, it looked as if everyone who registered made it for that highly spirited celebration.

A Great Cruising Ground & Aquatic Playground

Regatta Vava'u is one excellent reason to visit Tonga in September and October. But the biggest reason is that it provides one of the safest anchorages in the tropical South Pacific, and it's just an amazing cruising ground. Cruisers say the real beauty is underwater — crystal-clear water with visibility as far as 100 feet, with abundant reefs and caves for snorkeling and diving.

Ben and Lisa arrived in Vava'u needing to leave *Waking Dream* to handle a family emergency. They'd heard that Neiafu Harbor is a good anchorage if you have to leave your boat.

Ben says they had been underway for so long and anchored in so many "dodgy" anchorages along the way that when they arrived in Tonga with its flat water and protected anchorages, they could finally relax.

"I felt like we skidded home," Ben says. "We didn't feel worried any more." He said he hadn't seen similar anchorages since Tahiti.



SYLVIA FOX

Above: Former cruisers Ben and Lisa are thrilled with their adopted home in Tonga. Left: Racing out of Neiafu.

took part in the races. Boats from 17 U.S. homeports registered for the event, with eight from California. International homeports included Australia, New Zealand, Brazil and several Euro-



MEMORIES OF VAVA'U —

The reefs that encircle the Vava'u group shelter the islands so well that even 25-knot winds only kick up chop, not rollers.

Neiafu is the main anchorage in Vava'u, and also the safest. It also has the immigration and customs dock, which is handy if this is your first Tongan landfall. Last season it cost about 10 *pa'anga* a night (\$5.75 U.S.) for a mooring in the Neiafu harbor.

Five miles around the island, Port Maurelle is a favorite cruising anchorage that is protected from the south. It has a wide sandy beach for swimming with an occasional show of 'flying foxes', fruit bats local to Tonga. The snorkeling there is exceptional, and a traditional Tongan feast is often offered at that beach on Sundays.

Swallow's Cave is on the way to Port



One of the specifications for the Tug 'o War game was that Ben be used as a 'chain' on the boys side.

Maurelle, a cave large enough to explore by dinghy. A cave just to its left has an underwater tunnel to another cave, if you can hold your breath and don't have claustrophobia.

Euakafa is further south and is only protected from the east and southeast. But it is located near a major whale area,

so whale songs may be heard during the winter whale season. A long beach extends along the north side.

Kenutu is one of the easternmost anchorages, and also one of the more challenging because of the number of reefs surrounding it. But it is protected and offers exploration of reefs, blowholes and caves.

Because of the protection offered by the many reefs, the water around the 61 islands of the Vava'u group is amazingly flat yet offers great sailing conditions.

Steady afternoon trade winds are common, often in the 10- to 15-knot range.

You Haven't Seen Whales Until You've Been to Vava'u

The Vava'u group also offers something not found anywhere else — swimming with humpback whales. It doesn't matter how many whales you've seen from the deck of a boat. Tonga is still the place to go for whales where you can

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END-OF-SEASON CRUISERS' HAVEN

actually hop off and swim with them.

You need a Tongan guide (by law) and the swimming is tightly controlled. From June to November, the gentle humpback whales from the Southern Hemisphere head to the warm Tongan waters to raise newborn calves until they are strong enough to make the migration home.

Whale lovers from around the world make it a destination, flying in to Vava'u to spend multiple days in the water. It's a life-changing experience. Throw on a mask, snorkel and fins and jump in the water with a 50-foot long humpback female, and usually a 10- to 15-foot frolicking calf. Calves are generally inquisitive so the challenge is to stay the mandatory distance from the mammals. But you're always being watched by the mother and sometimes a male sentry whale. Be sure to listen underwater. Whale songs are clear, loud and amazing. And underwater cameras are a must.

The numbers of whales have been increasing since the King of Tonga mandated protection in 1979. Now Tongan law requires a Tongan guide to be hired

to swim with the whales. No more than four people (plus the guide) can be in the water with a whale and its calf.

If you see a whale in the water in Tonga, it's not a good idea to jump in on your own (and it's illegal). But there are close to a dozen whale-watching companies in Neiafu, with guides and comfortable boats.



BRENDA HOGARTH / WWW.ENDANGEREDENCOUNTERS.COM

Best Hurricane Hole in the Tropical South Pacific

In late December 2012, Ben and Lisa were checking the mooring, ground tackle and decks on *Waking Dream* the day before 300-mile-wide Cyclone Evan was predicted to hit Fiji. A Category 4 storm with winds up to 125 knots, it proved to be the worst storm to hit Fiji in a decade.

Neighboring Tonga, 500 miles southeast of Fiji, was unscathed. Ben and

Humpback whales migrate from New Zealand to Tonga annually, similar to their migration from Alaska to Mexico.

Lisa believe staying in Vava'u is a safe choice for them, having been there for the past eight years. But they're not cavalier about the dangers. "Nothing is cyclone-safe in a cyclone belt," Ben says. "There are anchorages protecting boats from outside swell, but ground tackle for a boat has to be solid. If the winds are hundreds of knots, all the decks will be

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MEMORIES OF VAVA'U



cleared and all bets are off," he says.

But Ben believes it is also a big risk to do the 10-day passage to New Zealand for cyclone season. "It's a nasty corridor of weather," he says. It all boils down to risk versus reward, and which is a greater risk: a boat moving through the challenging corridor to New Zealand or hunkering down and making sure the ground tackle is sufficient for the boat. Ben notes that some boats have dragged moorings over

Several years ago, Ben and Lisa secured a long-term lease on this little piece of paradise called Fetoko Island.

the years, but few boats have sunk. It's not perfectly safe, he says, but cyclone insurance is offered out of New Zealand, and other insurance companies will also insure during cyclone season.

Tonga is Close to Crime-Free
Tonga also has a reputation as a safe

place to hang out. While crime rates for petty theft on many South Pacific islands seem to be increasing, crime is almost nonexistent in Tonga.

"About every two years something is swiped but it's immediately recovered," Ben said. "It's an incredibly, incredibly safe place to leave your boat unlocked and just leave it. There are very few places left like that."

He says it's just a good place to relax, regroup and definitely worth the passage. "I've heard many cruisers say that this is what they thought cruising was going to be," Ben says. "The rest has been a lot of work. But you get here and you can let go. This place is a jewel."

So put Tonga on your YOLO List (You Only Live Once) with its destinations to race, anchor, snorkel, and swim with the whales.

Although the moon won't be completely full during this year's Regatta Vava'u (October 10-14), that won't keep Ben and Lisa from throwing an epic party. It will just have to be called an Almost-Full-Moon Party.

— sylvia s. fox

An aerial photograph of a white boat on turquoise water. The boat is in the lower center of the frame, with a rope extending from the bottom edge towards it. The water is a vibrant turquoise color, and the sky is blue with scattered white clouds. The horizon line is visible in the distance.

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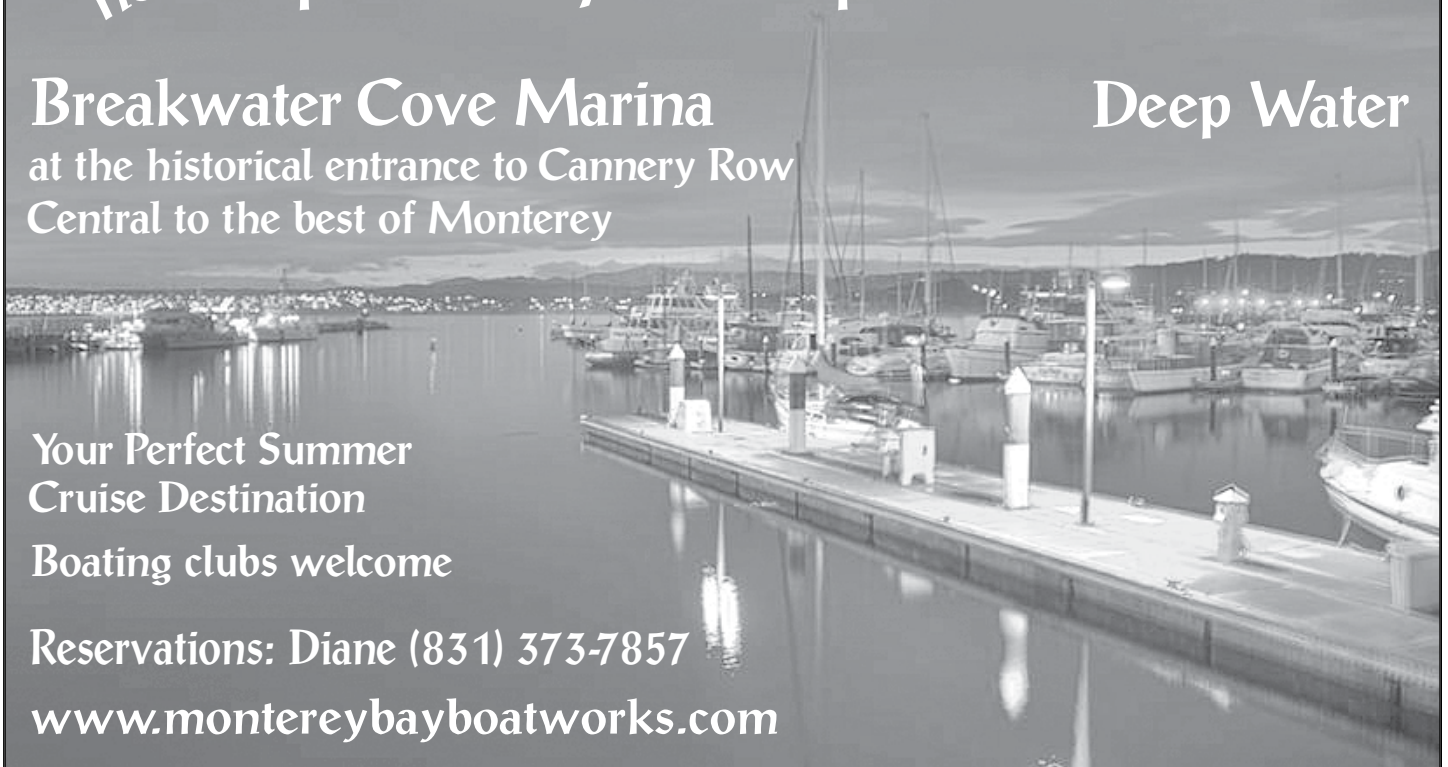
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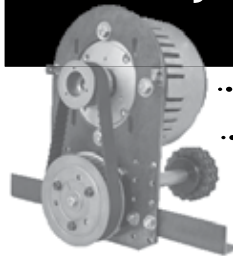


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MAX EBB

"Anyone in the audience planning to enter the race next year," instructed the speaker, "please stand up."

The race was the biennial race to Hawaii. I hadn't really decided whether to enter or not, but it was an idea I had been toying with for quite a few years. Attending the Safety and Preparation Seminar was really just an exploratory exercise. But I was sitting in the front row taking detailed notes, and when I found myself standing up in response to that question, almost without conscious intent, I knew that the balance had been tipped. I was going to sail my own boat to Hawaii.

"Now, are there any crew looking for a boat? Please stand up."

I looked around to see what sort of crew prospects might be attending this seminar, a full year in advance of the race. There were more crew than skippers, but one of the crew prospects, way in the back of the room, was a surprise. It was Lee Helm, a grad student at the university and one of my regular crew for local racing — when I can drag her away from her windsurfer, that is.

Lee was in the back row and I was in the front row, so we couldn't talk until the first breakout session. Meanwhile we all listened to some informative, if somewhat preachy, lectures about boat prep: There was a boatyard owner telling us how to upgrade our rudders, a rigger with advice on how to inspect and renew our standing rigging, a sailmaker describing all the new sails we would need, and an electronics installer listing what components to buy for our onboard instrumentation network.

When the breakout session began, I intercepted Lee at the table where measurements and the handicap rating were to be discussed.

"This is totally awesome, Max! You're finally going to do it with your own boat! We need to schedule the measurement ASAP, and get going on the optimization program."

"Heave to and take in a reef, Lee," I cautioned. "I haven't really decided yet. And if I do sign up, it will probably be in the cruising division. The plan is to enjoy the sail to Hawaii. I don't want to make this a sleep-deprived marathon."

Lee made a face. "Gag me with a winch handle," she said. "The cruising division doesn't really count."

"What do you mean 'doesn't count'?"

I challenged. "It's still a sail to Hawaii, and it's still part of the race. Same tradewinds, same dolphin in the bow wave, same party when we get there."

"Read the Notice of Race carefully, Max. The cruising division isn't even going to be scored. Worse yet, they're allowing, like, unlimited use of engine power for propulsion. And then they announce, as if it's a good thing, that every entrant in the cruising division gets a trophy. It's like. . . it's like. . . ."

Lee was practically at a loss for words, a very unusual condition for her.

"It's like the Power Squadron teamed up with Mr. Rogers to run an ocean race," she finally pronounced.

"I do want to sail in the race," I replied, "but realistically, I'm not going to be all that competitive, and I can't see spending well north of \$1,000 to get this complicated new measurement certificate that they're requiring next year. I'll need to haul the boat at some yard on the other side of the Bay to get weighed, just for starters."

"If your hull shape is on file, all they need to do is measure freeboards," added the official measurer as he joined us at the table to conduct the breakout session. "If we know the volume of displaced water, and the water density, then we know the weight. Archimedes worked that out for us."

"It's still a fairly elaborate process," added another sailor at the table. "I assisted with a measurement once, and it took a full day to get everything off, do the inclining test, measure the freeboards, and load everything back on. Emptying the fuel tanks was the biggest hassle. And it's still expensive even if you don't have to be weighted — for my boat the measurement would cost as much as a new jib."

"I don't know why people seem to think that's too expensive," complained the measurer. "Accurate handicap-

ping is such a vital element in yacht racing. You'd think that getting that for about the price of one new sail would be considered a bargain. But no.

After all that time and effort to race a sailboat, they'd rather have the results depend on the PHRF dart board, with half the ratings based on an incorrect displacement and the other half based on the wrong waterline length."

"I thought PHRF was empirical, based

Aloha! Lee Helm works up a dastardly plan to encourage racers in the 'cruising division' to actually, ya know, race to Hawaii.



only on observed performance of the class," I said, glancing over at Lee for approval as I spoke.

"That works great for large one-design fleets, Max. But there just isn't any empirical data for the collection of boats that enter ocean races."

"PHRF has become a kind of hokey measurement rule," said the measurer, who clearly had an interest in steering people to the better alternative. "Works great for beer can races, but PHRF really is past due for retirement for any major event. The price of a new jib is not an unreasonable price to pay for a fair rating."

"So what's the deal with the Cruising Division?" I asked the table at large. "My assumption was that it would be a PHRF division with some sort of limitation on racing sails. Maybe we wouldn't be in it for the main overall prize, but I thought it would still be a race."

"Au contraire, Max," countered Lee. "No rating, no score, motor as much as you want. I mean, why bother with the entry fee and the inspections? You can

— A CRUISER CONSPIRACY



DOUG GIFFORD / TPYC

cruise to Hawaii any time you want."

"That's why I'm considering switching my entry from cruising division to fully crewed," said the other sailor. "Not much chance that I'll win, but I want to be part of the race. On the other hand, the cost and both of the measurement rating is hard to justify."

"Think we could convince the organizers to just score the Cruising Division under PHRF, as they did for most of the divisions in previous years?" I asked. "That's been the successful formula in the past, at least for most of this fleet."

"Not likely," said the measurer. "They are pretty much settled on the Cruising Division as a non-race division, with every boat receiving a nice trophy just for getting there."

"But they have ignored the First Law of the Sea," said Lee.

"How's that?"

"Whenever two sailboats are in sight of each other and going in vaguely the same direction," Lee explained, "they are racing."

"Sure, we know that, but. . ."

"And the first corollary," Lee contin-

ued. "When a bunch of boats leave at the same time from the same place headed for the same destination, they are racing."

"So you're saying there's going to be a race in the Cruising Division, regardless of what the race organizers think?"

"Zactly," said Lee. "Heck, I'll even put up trophies by me personally for first, second and third on my measly grad student budget. And those trophies will mean a crapload more than the happy-talk 'everybody's a winner' stuff they plan to hand out. It's a race! You can't win unless someone else loses!"

"Now we're talking," said the measurer. "But how do we get these cruisers to get rated?"

"For this crowd, lose the measurement rule and drag out that old PHRF dart board," said Lee. "For the Cruising Division, you could even give each boat the option to specify their own sail limitations. You know, like, no spinnaker, or cruising spinnakers only, or roller furling jibs only, or no jib over 120%, or whatever. I'd even give a few seconds per mile to a boat that only carried one racing spinnaker, instead of a whole quiver, because with no backup they have to be a lot more conservative with it."

"That would take a big dart board all right," confirmed the measurer, who I remembered had served time on the PHRF committee in past years.

"I could get interested in racing on those terms," said the cruiser. "I wouldn't need new spinnakers and I wouldn't have to get that high-priced rating certificate. Can I get a time allowance for a full dodger? What about if I carry a dinghy?"

"The dodger doesn't slow you down at all on a downwind race," Lee reminded him. "It's unmeasured sail area. But the dinghy should be worth about a second a mile."

"The Race Committee will never go for it," sighed the measurer, shaking his head. "As I said, they are committed to a non-race Cruising Division."

"Thing is, it might not really matter what the Race Committee wants to do," suggested Lee. "They can't stop the cruisers from agreeing to race. I'll type up the Notice of Race and circulate it when the timing is right."

"A conspiracy!" said the cruiser, his face brightening even more at the idea.

"The only hard part," Lee continued, "might be convincing all 10 boats in the Cruising Division to make the passage without using any power."

"I wasn't planning on using my engine anyway," noted the cruiser. "I want to be able to tell the guests who come out on my boat, years after the trip, that I sailed to Hawaii. Not that I motorsailed to Hawaii."

"My feeling exactly," I said. "But can we be sure that this is the prevailing attitude in the fleet? What if most of the cruisers still want the option to use power?"

"In that case it wouldn't be a sailboat race," noted the measurer. "It would go to the boat with the biggest three-blade propeller and the most jerry cans on deck. And even then, if it turns out to be a light-air year, there would be boats finishing with no fuel and no way to charge batteries."

"What if we allow, say, 24 hours of powering?" I suggested.

"Then count me out," said the cruiser. "I want to sail to Hawaii, not motorsail."

"That's the spirit," said the measurer. "I think it's settled. No powering."

"I still see one big snag here," I said. "What happens when the PHRF Committee doesn't cooperate with issuing these special downwind ratings for boats with special self-specified sail limitations?"

Lee was not at all concerned with this possibility.

"I have a dart board too," she said.

— max ebb

THE RACING

We look to the horizon this month with reports on the Singlehanded Sailing Society's **LongPac Race**, the Ullman Sails **Long Beach Race Week**, the **Trans Tahoe Regatta**, and the very small **Mini 650 Pacific Challenge** to Hawaii. Closer to home, we have reports on the **Santana 22 Nationals** and Island YC's **Silver Eagle Race**, with more in **Race Notes**.

SSS LongPac Race

The Great Pacific Longitude Race — LongPac for short — is truly the race to nowhere. Run by the Bay Area's Singlehanded Sailing Society in odd-numbered years, this 400-mile offshore event for single- and doublehanders starts and ends at the same spot and has only one turning point: a line of longitude 200 miles offshore.

Drifters in some years, this year's race started on June 19 with a good breeze in the 20s to 30s, and steady, moderate waves — ideal conditions for a #3 or #4 headsail and one or two reefs at times. Racers often experience wind holes along the way to 126° 40' W, the turning point for the race, but the wind never really dropped this time.

Fast sailing was reported on the second day and night, until the 18 starters reached the Farallones. The race committee was glued to the AIS app to monitor the racers' progress, especially that of *California Condor*, Buzz Blackett's Class 40. The boat, with Buzz and designer Jim Antrim aboard, flew across the finish line just 48 hours and 20 minutes after the start. After their successful campaign, Buzz says he's decided a doublehanded Pacific Cup is in *Condor's* future.

Meanwhile, back on the course, light winds foiled frustrated racers' efforts to move forward. The RC watched the tracker page as Rick Elkins' custom

Bonita and Dirk Husselman's C&C 110 *Xpression* was just 10 feet away. It was a long, long sail back to the Gate for the rest of the fleet.

The LongPac is a qualifying race for next summer's Singlehanded TransPac, from San Francisco to Hanalei Bay on Kauai. It's a great test for a boat's systems, and this race saw almost half the fleet return to port during the first 24 hours. Autopilot problems were cited by many retired racers.

In the end, Solo TransPac vet Daniel Willey sailed his Nauticat 44 *Galaxsea* to first overall out of 10 finishers. "I was so far going south I thought I was in first place," he reported.

— latitude / ladonna

SSS LONGPAC (6/19)

SINGLEHANDED MONOHULL — 1) **Galaxsea**, Nauticat 44, Daniel Willey; 2) **Carroll E**, Dana 24, Chris Humann; 3) **Xpression**, C&C 110, Dirk Husselman; 4) **Lightspeed**, Custom Wylie 39, Rick Elkins; 5) **Archimedes**, Express 27, Joe Balderama; 6) **Maris**, Dana 24, Brian Cline. (13 boats)

DOUBLEHANDED MONOHULL — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **Pogo**, Moore 24, John McDonald/Steven Slater. (3 boats)

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

Complete results at www.sfbaysss.org

Santana 22 Nationals

Richmond YC hosted the Santana 22 Nationals July 12-14, with four short practice races on Friday, three races on Saturday and two on Sunday. Twenty boats took to the line, racing a windard-leeward course at the north edge of the Berkeley Circle. Racers ranged from former multiple Nationals champion Michael Andrews on his

Alameda-based *Bonito* to several brand new Tuna owners. Stefan Berlinski sailed *Hamachi* up from Santa Cruz to join the



competition.

The fleet saw winds gusting to 25 with 3-ft chop on Saturday, which meant plenty of carnage. There was one man overboard — graciously recovered by photographer Eric Simonson, along with the whisker pole that also went overboard — a broken boom, a lost rudder, a lost whisker pole, a crew with sprained fingers and a crew with a hurt back.

Bonito took the lead with three bullets and Garth Copenhaver's *Oreo* was close behind with two seconds and a third place. Everyone was in good spirits back at the dock as they rinsed the salt off both people and boats after a blustery day. "We were soaked before the first start," says *Meli'ki's* David Ross.

Winds were milder at 20 knots on Sunday, but the competition continued to be tough with *Alegre* and *Byte Size* climbing in the standings. *Byte Size* won the award for most improved over the course of the regatta. "I still don't know what happened on Sunday," says skipper Anna Alderkamp. "In the lighter winds we sailed higher and faster than other boats all of a sudden."

Bonito recovered from two MOBs. The skipper and his son, Jonathan Andrews, both ended up in the water and were quickly recovered by their two remaining crew. They went on to finish the race, barely losing their place in the fleet.



Solo winners (l to r) — First Overall: Daniel Willey (*Galaxsea*); First Monohull: Dirk Husselman (*Xpression*); and First Multihull: Cliff Shaw (*Rainbow*).

Wylie 39 *Lightspeed* started going west again — drifting backward! At 6 a.m., Elkins called in to report he was at Pt.

Schoolin' Tunas — The Santana 22 Nationals saw the whole fleet get spanked by killer summer conditions.



Sailing — the North American builders of the Open 5.70 and Pogo 2 — Samarcelli and his partner Nik Vale organized the event to help build a West Coast fleet of Minis. We certainly hope they continue their good work, and big props to McGinn for persevering!

— latitude / ladonna

Ullman Sails Long Beach Race Week

Ullman Sails Long Beach Race Week has proved itself to be one of the premier inshore regattas on the West Coast over the years, and this year's event, held June 28-30 at Long Beach YC and Alamitos YC, was no exception. Offering up huge, record-breaking one-design fleets, close racing, great parties and picture-perfect sailing conditions, LBRW should be on every racer's bucket list.

With PHRF and IRC fleets, Vipers, Open 5.70s, Olson 30s, Catalina 37s, J70s, 80s, 105s, 109s, 120s and J/24s, LBRW literally has a class for everyone. And this year, Bay Area boats collected their fair share of hardware.

Daniel Woolery's Pt. Richmond-based King 40 *Soozal* absolutely caned the fleet, winning almost every race they started, but only managed to eke out a class win by four-tenths of a point. How does that work?

After winning the first race in the PHRF 2 division, the class stalwart led the fleet upwind and down in the second race. A change in wind direction forced the race committee to set a new upwind mark and, with multiple fleets racing, that meant setting two new upwind marks (long course and short course). With a course that now had a total of four upwind marks, *Soozal* sailed around the wrong mark! Seven out of nine boats in

Sean McGinn was the one and only finisher in the inaugural Mini 650 Pacific Challenge.

After two double sausages, the fleet returned to RYC's docks by 2:30 on Sunday for the awards and to recover from a challenging weekend of racing. The race committee, who toughed it out in bumpy and wet conditions, reports there were hardly any over-earlies and only a few protests, some of which were resolved at the bar. "They're a great fleet," says PRO Fred Paxton.

Ultimately, *Oreo* prevailed and became the new National Champion, with *Bonito* a close second and *Alegre* in third. Owner Garth Copenhaver bought *Oreo* in December 2011, and this is his second summer season racing with the fleet.

According to *Oreo* crew Al Sargent, one of their secrets to success is trust from sailing together for 30 years. "The first regatta Garth and I sailed was the '84 Cal 20 Junior Nationals," he recalls, "where we came in second to some guy named John Kostecki."

— jennifer mckenna

SANTANA 22 NATIONALS (7/13-14; 5r.0t)

1) **Oreo**, Garth Copenhaver, 11 points; 2) **Bonito**, Michael Andrews, 14; 3) **Alegre**, Chris Klein, 20; 4) **Pariah**, Mike Kennedy, 24; 5) **Byte Size**, Anna Alderkamp, 28. (20 boats)

Complete results at www.richmondyc.org

Mini 650 Pacific Challenge

Five Mini 6.50s were set to race to

Hawaii from Marina del Rey in the inaugural Mini 650 Pacific Challenge on July 6 but shortly before the start, two — Charlie Calkins on *C's Folly* and Luiz Eduardo on *ARG 842* — failed to qualify, while Przemyslaw Karwasiecki on *Libra* bowed out just after the start. That left the event's organizer, Jerome Samarcelli on his Pogo 2 *Team Open Sailing*, and the Bay Area's Sean McGinn on the customized *Zero Daisy Cutter*.

Just two days into the race, Samarcelli informed his shore team that he'd suffered a medical emergency and would be heading for the barn. "He is okay," noted a post on the event's website, "but did not feel like he could safely continue sailing and chose to return to Marina del Rey."

That left McGinn alone on the course,

but he didn't give a thought to retiring. Instead he soldiered on and finished the course on July 23, 17 days after the start. In doing so, he became the second person ever to singlehand a 21-ft Mini to Hawaii — the first being Samarcelli in last summer's Singlehanded TransPac.

As owners of MDR-based Open



ERIK SIMONSON / WWW.PRESSURE-DROP.US

COURTESY MINI 650 PACIFIC CHALLENGE

THE RACING



Lovin' Long Beach — Top row: 'Grace O'Malley' plows through a shrimping fleet; "The Catalinas are coming!"; the J/125s 'Derivative' and 'Double Trouble' get crazy with 'Wild Thing'; pre-start maneuvering and rig checking. Center: The 'DH3 Racing' crew celebrate their Catalina 37 Division win; 'Medicine Man', 'Picante', 'Crockette's Rocket', 'Bud' and 'It's OK!' head out on Random Leg 1. Bottom: Dueling Farr 40s; the PHRF 4 fleet bearing down on the mark boat; "We have a special on shrimp today"; the 5.70 boys and girls were looking hot; 'Tango's bow crunched 'Soozal's aft quarter but good.

the division followed suit.

Tiburon, Steve Stroub's SFYC-based SC37, was the first boat in the class to go around the correct mark. After the finish, the two boats that managed to sail the proper course got the rest of the fleet flicked, which added a nasty '10' to *Soozal's* score card.

The boys now had their work cut out for them. Taking straight bullets in the next three races, *Soozal* was once again looking good at the top of the heap. Until Race 6, that is.

"While everyone was doing the dance in the pre-start, Roy Jones' J/133 *Tango* was about to be over early, so the skipper turned the helm hard over and set up to gybe around and head back toward the committee boat," recalls *Soozal's* bow guy Greg 'Radar' Felton. "The skipper apparently didn't see us and T-boned us on the port aft quarter."

With a hole in the boat from deck level to the waterline, damage to the transom, and a deck that popped away from the hull-to-deck joint, *Soozal* headed to the

shed for a full repair under the watchful eye of renowned boat builder Brad Fitzgerald. Fitzgerald is the same magician who ran Paul Cayard's America One among other things, so *Soozal* should be better than ever after her repairs.

"Before that, our crew work was just phenomenal — magical, really," Felton adds. "Just a great weekend of sailing for us." By averaging *Soozal's* past race results — four bullets and that ugly 10 — the race committee awarded her a score of 2.8 for the last two races, allowing her to scrape out a close class win over Rob Sjostedt's R/P 47 *Flyer*.

Among smaller boats, the Viper 640s made a bold statement, and everyone at LBRW took notice. With a massive fleet of 24 boats on the line, they served up some of the hottest racing on the course. "It was nuts," says Viper sailor and Rondar Raceboats rep Garrett Greenhalgh. "The boats are so evenly paired and the crews are all getting up to speed, so the racing is extremely close and exciting."

The 21-ft sportboats are not a new

design — they've been in production since the mid-'90s — but with a dedicated dealer network and a new production facility pumping out boats in the U.S., the class is experiencing major growth with much of it on the West Coast.

"We've got a bunch of boats on order and interest is building to the point where we are fully expecting 40-plus boats on the line at the Viper 640 North Americans in Long Beach next year," Greenhalgh says. He and skipper Drew Harper made the trek down from the Bay to earn a hard-fought top 10 in a class that is now on every top-level small boat sailor's radar.

— ronnie simpson

LONG BEACH RACE WEEK (6/28-30; 7:0t)

PHRF-1 — 1) **Double Trouble**, J/125, Peter Krueger, 11 points; 2) **Wild Thing**, Farr 40, Rhonda Tolar/Chris Raab, 17; 3) **Derivative**, J/125, Mark Surber, 18. (4 boats)

FARR 40 — 1) **Dark Star**, Jeff Janov, 13 points; 2) **JoAnn**, Steve Murphy, 19; 3) **Temptress**, Ray



ALL PHOTOS RICH ROBERTS

Godwin, 26. (7 boats)

PHRF-2 — 1) **Soozal**, King 40, Daniel Woolery, 19.6 points; 2) **Flyer**, R/P 47, Rob Sjostedt, 20; 3) **Lugano**, Beneteau 40.7, Mark Stratton, 27. (9 boats)

J/120 — 1) **Caper**, John Laun, 31; 2) **Shenanigans**, Gary Winton, 42; 3) **CC Rider**, Chuck Nichols, 43. (11 boats)

PHRF-3 — 1) **Flyingfiche**, 1D35, Chris Wacker/Bob Zellmer, 14 points; 2) **Deja Vu**, 1D35, Thomas Payne, 18; 3) **Bolt**, 1D35, Carson Reynolds, 26. (7 boats)

RANDOM LEG 1 (3r) — 1) **Medicine Man**, Andrews 63, Robert Lane, 6 points; 2) **Bud**, TP52, Victor Wild, 7; 3) **Rock & Roll**, Farr 400, Bernard Girod, 11. (8 boats)

RANDOM LEG 2 (3r) — 1) **Gator**, Frers 40, Thomas Wheatley, 5 points; 2) **Swoosh**, Farr 38, Alex Cross, 7; 3) **Paddywagon**, Ross 40, Richard Mainland, 9. (7 boats)

RANDOM LEG 3 (3r) — 1) **Traveler**, Express 37, Jack Mayer, 3 points; 2) **Shockwave**, Newport 41, Mike Grijalva, 9; 3) **Out Patient**, Cal 2-29, Randy Alcorn, 10. (6 boats)

J/109 — 1) **Sugar**, Steve Crooke, 12 points; 2) **Electra**, Thomas Brott, 20; 3) **Shadowfax**, Chris Mewes, 24. (7 boats)

J/105 — 1) **Current Obsession 2**, Gary Mozer, 14 points; 2) **Sanity**, Rick Goebel, 22; 3) **Off the Porch**, Scott McDaniel, 23. (7 boats)

PHRF-4 — 1) **Rival**, J/35, Dave Boatner/Dick

Velthoen, 14 points; 2) **Legacy**, J/105, Brian Dougherty, 20; 3) **Brown Sugar**, Express 37, Steve Brown, 22. (11 boats)

J/70 — 1) **Perseverance**, Bennet Greenwald, 12 points; 2) **Jaya**, Craig Tallman, 20; 3) **DFZ**, Tom Jenkins/Eric Kownacki, 23. (8 boats)

J/80 — 1) **Avet**, Curt Johnson, 8 points; 2) **Nuhunu**, Steve Wyman, 16; 3) **Blue Jay**, Bob Hayward, 21. (5 boats)

OLSON 30 — 1) **Blue Star**, Larry Spencer, 10 points; 2) **Hoot**, Andrew Macfie, 17; 3) **Grey Goose**, Jeremy Quinton, 22. (7 boats)

CATALINA 37 — 1) **DH3 Racing**, David Hood, 21 points; 2) **Legends Racing**, Scott Mehler/Greg Morse, 23; 3) **Team ABYC**, Chuck Clay, 25. (10 boats)

VIPER 640 — 1) **It's All Good**, Flam/Golison, 17 points; 2) **Hot Mess**, Kevin Taugher, 18; 3) **Fer de Lance**, Glyn Locke, 18. (25 boats)

OPEN 5.70 — 1) **Open 570**, Tony Festa, 19 points; 2) **Shaken Not Stirred**, Alicia Mi-ana, 30; 3) **Mor Shenanigans**, Tracey Kenney, 32 (12 boats)

J/24 — 1) **Critter**, James Baurely, 18 points; 2) **Take Five**, Susan Taylor, 24; 3) **About Time**, John Cianciarulo, 25. (5 boats)

Complete results at www.lbrw.org

Trans Tahoe Regatta

Tahoe YC Staff Commodore Les Bartlett of San Diego and Tahoma won the 50th annual Trans Tahoe sailboat race on July 14 for the seventh time.

Following a course that was shortened by the race committee because of light and shifting winds, Bartlett's highly modified Venture 24 *Groovy* was perfectly suited for the day's conditions.

A longtime master of Tahoe winds, Bartlett took an inside course from Tahoe City to the first turning mark at Sugar Pine Point, thereby benefiting from the wind puffs coming in through Ward Canyon and Blackwood Canyon. On the return course, *Groovy* stayed close to Dollar Point to benefit from a steady sea breeze that came in as the race was ending. In finishing first for all keelboats, Bartlett won the Eric Conner trophy and, in finishing first among Tahoe YC members, the Jake Obexer trophy.

Second went to John Siegel. Sailing under a St. Francis YC burgee, Siegel sailed a near-perfect race aboard his Moore 24 *Moorigami*. Crew work on *Moorigami* was impeccable, but the boat could not quite overcome the handicap advantage held by Bartlett's *Groovy*, and finished 12m, 26s behind on corrected time.

Third place went to Bill Wahlander in his Ranger 23 *Dove*, beating John Morrison's Express 27 *Fired Up* by 5m, 21s.

THE RACING SHEET

First place in the cruising division — a keelboat division that does not use spinaker sails — went to *Brainwave*, Charles Quagliari's Wylie 30, thereby winning him the Ray Hellman memorial trophy.

An interesting new boat in this year's competition was Les Robertson and John Claus' modified Moore 30 *Red Corvette*, which won Keelboat 1. Built in the '80s, the boat is remarkable for having folding decks that become wings on which the crew can sit to right the boat and present more sail area to the wind. Longtime Lake Tahoe sailors may recall when three unmodified Moore 30s — including *Red Corvette*, then named *B29* — raced out of Sunnyside, causing a lot of sensation with their sleek, "hot" looks.

Another remarkable new boat in the Trans Tahoe was Philippe Kahn's Nacra Carbon multihull *Pegasus*, whose -84 PHRF rating indicates that it was far and away the fastest boat in the competition. Nevertheless, because of the light winds, *Pegasus* could not fly across the lake as expected, and skipper and helmsman Kahn elected to withdraw, giving the win to Ross Stein's Corsair 24 *Origami*.

— jim mullen

TAHOE YC TRANS TAHOE REGATTA (7/14)

KEELBOATS 1 — 1) **Red Corvette**, Moore 30, Les Robertson; 2) **Intruder**, Melges 32, Greg Dyer; 3) **RacerX**, Farr 36, Gary Redelberger. (6 boats)

KEELBOATS 2 — 1) **Moorigami**, Moore 24, John Siegel; 2) **Fired Up**, Express 27, John Morrison; 3) **Poopsie**, SC27, Jason Roach. (11 boats)

KEELBOATS 3 — 1) **Groovy**, Venture 24, Les Bartlett; 2) **Dove**, Ranger 23, Bill Wahlander; 3) **Gramma**, Santana 22, Ben Tanagra. (3 boats)

MULTIHULLS — 1) **Origami**, Corsair 24, Ross Stein. (2 boats)

CRUISING — 1) **Brainwave**, Wylie 30, Charles Quagliari; 2) **Cracklin Rose**, Captiva, Dennis Cleary; 3) **Knot Bitchin**, San Juan, Chaco Mohler. (4 boat)

Complete results at www.tahoeyc.com

IYC's Silver Eagle

Island YC's Silver Eagle is one of the few long-distance races inside the Bay, and it provides a true challenge of wit and patience for intrepid sailors. The courses are set — the Big Eagle and Little Eagle — with the dividing line of a 100 PHRF rating.

The course for all the boats started in front of the Golden Gate YC, went to Blackaller, Harding and Blossom just west of Treasure Island. From there the fleets split, with faster boats going to the Petaluma River entrance, then to Point Potrero (near The Ramp) then to a mark near the Alameda Naval Base, across to

AT&T Park, and finally down the Estuary to the finish. For the slower boats, the course is shortened after Blossom to go to The Brothers, and then south to the finish in front of the IYC.

It's a challenging race, and one that can be fun, so it's curious that so few boats — just 13 — showed up to the June 29 start, and even fewer — five — finished. Ultimately it was the light air and currents that sent many sailors home early.

"It was fun, a real kick in the pants," said Richard vonEhrenkrook, who raced his Cal 20 *Can O'Whoopass* to second in class. "Races like this really keep you focused. That's the game." Plotting a course through the wide bodies of water and figuring in the current and the breeze in the various parts of the Bay are the fun parts for him.

But no amount of strategizing could make the wind blow or current switch directions. "Pretty much everyone on their way back from Petaluma got hit by the flood and a dying breeze," vonEhrenkrook said. "It looked like glass up there."

In the end, the five multihulls that started all retired, one by one. "We had a good sail in good weather," said Richard Keeper of the F-31 *Triple Play*, "but light wind in adverse current for the first half of the race slowed us down."

"This year it was only the really fast monos that could do the long course," vonEhrenkrook said. "A Melges 24 or Flying Tiger can ghost around. The multis can't sail the high angles. *Rocket 88* did well, and passed us going back from Petaluma, but they damaged their headstay and they had to drop out."

Peter Cook's Ultimate 24 *For Pete's Sake* was first across the line one minute after 5 p.m., taking first in his division, with John Lymberg's Flying Tiger *Wild 1* bringing up the rear at one minute before 11 p.m. It was a long day for the volunteers of IYC, but they were obviously enjoying themselves while they waited, as each boat was well appreciated when they crossed the finish line.

— paige brooks

IYC SILVER EAGLE (6/29)

MONOHULL <100 — 1) **Wild 1**, Flying Tiger 10, John Lymberg. (5 boats)

MULTIHULL — No finishers. (5 boats)

MONOHULL ≥100 — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Can O'Whoopass**, Richard vonEhrenkrook; 3) **Ghost**, Tartan 10, Glen Krawiec. (3 boats)

Complete results at www.iyc.org

Race Notes

We started Race Notes just like this in the September, 2012, issue: "Santa Barbara's Deneen Demourkas sailed *Groovederci* to her second consecutive **Farr 30 World Championship...**" Now Demourkas has made it a three-peat, the first ever in the class. The championship went down to just one point and the final race. Jim Richardson's *Barking Mad* and Rod Jabin's *Ramrod* swapped the overall lead with *Groovederci* throughout the event, which was held in Newport, RI, July 17-20.

"Without the perfect prep and logistics work we get from Rob Huntingford, we'd never have won even one of these," said Demourkas, who was soaked in champagne and dunked in the Sail Newport basin, "and the same goes for my racing crew of Cam Appleton, Darren Jones, Flip Werheim, Andy Hudson, Kate McKay, and Zack Maxam. I love them all."



MARINA FONT / WWW.MARINAFONT.COM

Having just graduated from high school, 17-year-old Marion Lepert from Belmont placed fourth in RS:X Girls at the ISAF Youth Worlds, held July 13-20 in Limassol, Cyprus.

As we were going to press, Ben Lezin of Santa Cruz, a member of the Bay Area's Red Bull Youth America's Cup team, American Youth Sailing Force, was sailing with Ernesto Bertarelli's Extreme 40 catamaran team. Lezin joined the crew of *Alinghi*, skippered by fellow Santa Cruz native Morgan Larson, for Act 5 of the **Extreme Sailing Series** in Porto, Portugal, July 25-28. *Alinghi* went into this Act in first place with only one point separating them from second and three points from third. See www.extremesailingseries.com.

— latitude/chris

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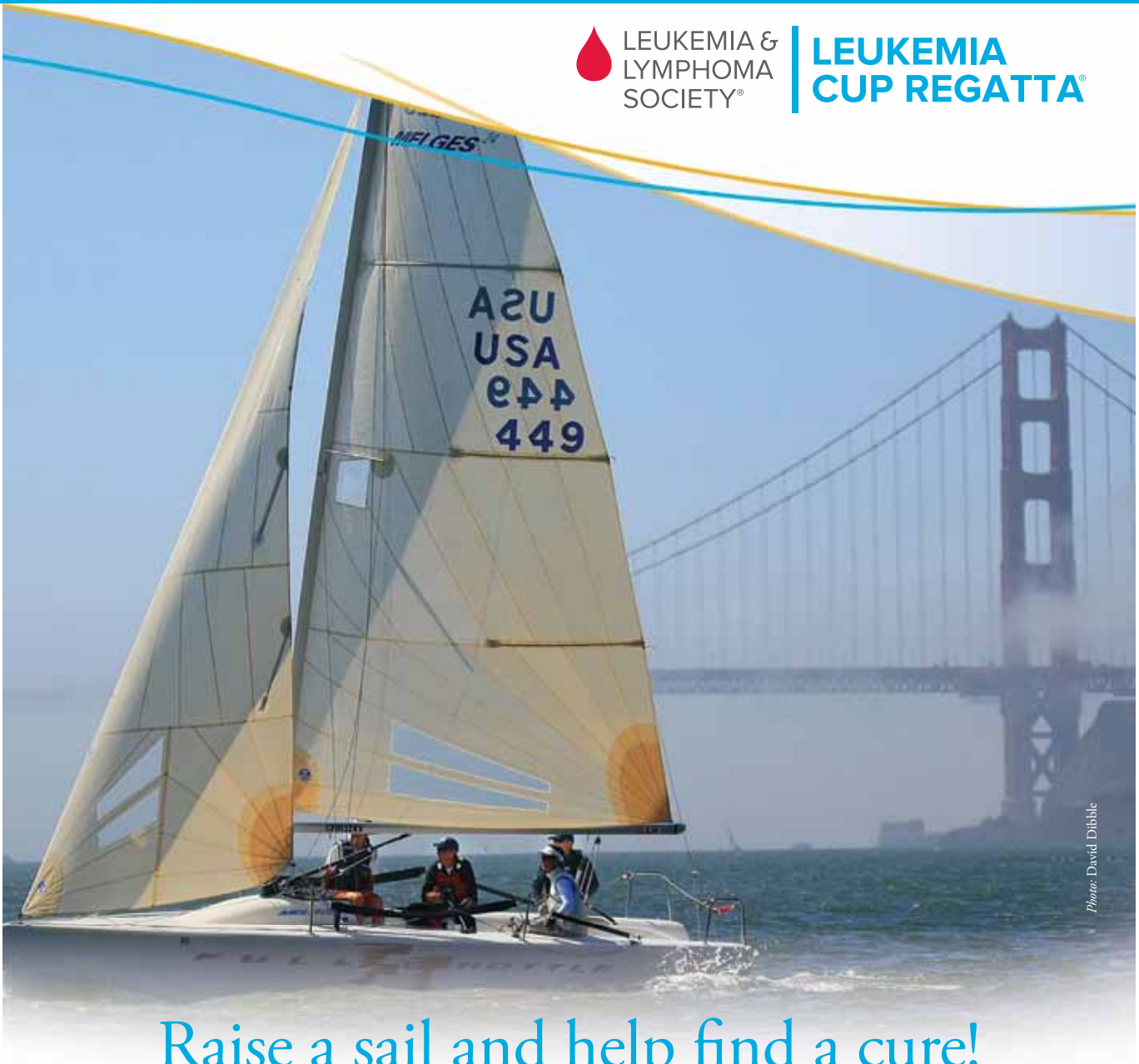


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With reports this month on **A New Concept for Occasional Chartering**, a Bay Area yacht club's **Mega Cruise to the South of France**, and miscellaneous **Charter Notes**.

The Freedom of Being Boatbound: A Novel Charter Concept

It was sunny, T-shirt weather as we reached past East Brothers Island's lighthouse aboard a 44-ft sloop built for open-ocean racing. Aaron Hall exclaimed with a grin "Yep, just another day at the office."

Founder and CEO of a newly launched startup called Boatbound, Aaron was sailing aboard Scott Schreiber's *Roller Coaster* on an inspection cruise. His vision for Boatbound is to connect boat owners with renters, not only to help offset the costs of boat ownership, but to connect boaters, forge friendships and build networks in the unique community of boating.

"We strive to make boating more accessible and affordable," says Chris Oetting, director of business development, as he took a turn at the helm. "The secondary benefits are far reaching. Marinas, boat manufacturers and many more affiliated with the boating industry would benefit."

Also along for the sail was Sara Swenson, COO, who quit her corporate job to join Aaron and the Boatbound team. Sara is an avid sailor from the East Coast who started sailing on her parents' J/24 when she was just 8 years old. "I would like to

For boat owners who'd like to defray expenses, but don't want to commit to a full-time boat management plan, Boatbound is worth a look.

see more women interested in boating," says Sara. She has an the ideal mix of sailing knowledge and tech expertise.

"Chris and Sara came to me out of their love of boating. I didn't even need to recruit my top staff," says Aaron.

Walk any dock and invariably you will strike up a conversation with a boat owner who is happy to talk about his/her boat. Would that owner want to rent his precious baby to just anyone? Probably not, but through Boatbound's extensive online screening process, they aim to make perfect matches.

From the smallest of kayaks to luxury yachts with captain and crews, Boatbound is adding new boats to the online fleet everyday. Every vessel is inspected by Boatbound staff, and potential renters must fill out a boating resume. Once a renter chooses a boat, they communicate openly with the boat's owner about their experience and ability. Either party has the option of backing out if they are not comfortable.

Boatbound's headquarters are in San Francisco, where they are hoping to see a surge of interest to view the America's Cup races, or simply to enjoy the Bay Area's extensive waterways. Their other markets are Florida and New York, with plans to expand within the U.S. wherever there is water.

The idea for this venture started when Aaron was on vacation with his family by a lake and they wanted to rent a boat for a couple of hours. The small fleet of rentals was sold out, yet the marina was full of hundreds of boats that were sitting unused on a beautiful weekend.

After months of ironing out details, Aaron and co-founder Matt Johnston, acquired a contract with Lloyd's of London to insure each rental up to \$1,000,000. Generally, a boat owner's insurance is void if they take money for a rental. With Boatbound, Lloyd's would act as the primary insurer during the rental period. Boatbound keeps a percentage of the rental price, which helps pay for this liability insurance.

Boatbound also partners with

BoatUS to assist the renter if something goes haywire with the boat.

It's free for renters and owners to sign on to the Boatbound site. There, the lists of available boats on both coasts show the wide variety of vessels and costs. Rental times go from one hour to multi-day charters.

"Boatbound is a great way for boaters to meet other boaters and become part of the community," exclaims Aaron. In this "pier to pier" platform, Boatbound hopes to spread their aptly named "Ahoy! culture" where it's customary to wave as you pass any other boater, no matter the size or means of propulsion.

The enthusiasm of this trio of casually dressed top executives was very contagious as we sailed past the Marin Islands, which, I learned, are home to the largest heron and egret rookery in the Bay Area. Scott's boat passed inspection, so he will now offer *Roller Coaster* as a crewed yacht for daysails to Boatbound's client list.

It's not every day that the Boatbound crew get to spend time on the water, as much of their work requires them to be deskbound. A sunny afternoon of sailing is a sweet benefit, as evidenced by huge smiles and rosy cheeks. Next time they become 'boatbound' in their outdoor office, they won't forget the sunscreen.

For more information go to the special link for *Latitude 38* readers: www.boatbound.co/join/latitude38. Or call (855) 462-6282 or (855) GO-BOATBOUND

— *lynn ringseis*

Sequoia YC Conquers The South of France

After months of planning and anticipation, the Sequoia YC team arrived in France for our 'Mega-Cruise' from many starting points — Iceland, Frankfurt, Barcelona, London, and Paris to name a few — as well as directly from San Francisco.

Our boats were berthed in either St. Raphael (catamarans) or Golfe Juan (monohulls). In total, we chartered 15 boats that accommodated our group of more than 80 excited cruisers.



OF CHARTERING



LYNN RINGSEIS

rigging whined, but we were berthed safely and had a great time exploring St. Tropez.

By the next morning wind conditions were much calmer, so we set off for the island of Porquerolles and had a great six-hour sail getting to this wonderful spot.

It is a delightful setting. We moored together, then enjoyed an afternoon of biking, walking, swimming and having a fun time before our evening's entertainment. This started with *pétanque* (a form of bowling similar to *bocce*) and *pastis*, plus wine in the village square, followed by a fish and veal grill in the Restaurant l'Alycastre. **Marvelous!**

It was great to see the Sequoia team get into the *pétanque* and do it the French way. We had 50 sets of *pétanque* balls. Pascal served as our instructor to make sure we knew the techniques.

A lot of fun followed with a marvelous meal and some great rosé wine from the vineyards in Porquerolles. People lingered a long while before returning to their boats. Our evening reporter described

Cruising the French Riviera near St. Tropez is apt to yield plenty of wonderful memories — especially when you sail with 80 friends.

Busman's holiday: On a gorgeous, sunny day last month our reporter took a 'Roller Coaster' ride with the Boatbound staff.

We gathered in Golfe Juan for a first-night party and briefing in the *Capitanerie* there. The team from the charter firm Seaways Yachting — Veronick, Rudolphe, Jean Louis and Pascal — were there to brief us.

It was a great evening to start the week with a reminder of the itinerary, and the sailing instructions for the first couple of days, plus the *bon viveur* of Sequoia enjoying a fun evening of good company, fine wines and *crudités*.

We set sail early the next morning for Port Grimaud which is just a mile away from St. Tropez. This was a six-hour sail with some motorsailing. A perfect start to the week. Port Grimaud is a location as well as the name of a marina and, our crews had the pleasure of mixing with residents and guests, in addition to experiencing some great restaurants in the port as well as in neighboring St. Tropez.

The winds were picking up, so it wasn't a complete surprise when Ve-

ronick and Jean Louis called to say the weather the next day was going to have Beaufort 7-scale winds. A *mistral* had developed quickly with little notice, as they can do in this area.

We made the sensible decision to stay another day and take in St. Tropez and the local atmosphere before heading off to Porquerolles.

A tough choice: Have fun in St. Tropez or be tossed about by 40-knot winds?

The good thing was that everyone really enjoyed the opportunity to hang out here for another day. Sometimes the weather does you a favor!

Our decision was wise as the winds howled all night, and the



MAHOWALD

WORLD

revelry well into the night. . . but what happens in France stays in France!

For you history buffs, Porquerolles Island was established by a wealthy businessman who bought the island for his French bride. Good taste! It also has the first Provence wine awarded an *appellation controlle* certification. It is a great destination — along with its sister islands — with beauty, history and a lot to do.

The next day, we had a relaxing morning enjoying the island atmosphere before sailing back toward Cannes. We split the journey and anchored out in a beautiful bay at Pt. Taillet on the peninsula south of St. Tropez. This was after about five hours' sailing.

AMERMAN-KLINGLER



On a sunny summer day, Sequoia sailors check the view from the foredeck of their late-model charter cat.

The location is a quiet beauty spot with great swimming, a charming beach and not too many boats.

Some of our group also made a side stop at Isle de Croix, another island close to Porquerolles. It was fantastic to enjoy a quiet and very private anchorage where we could spend an evening on board with

our crew.

The following day we sailed from the bay to the Iles de Lerins, a pair of islands off the coast of Cannes. It was about five hours' sailing to get there and we anchored in the estuary between the islands.

Seaways Yachting organized two fast RIBs to take us to a

famous monastery on the south island where the monks make great wine.

The monastery stayed open especially for our group, so we had the pleasure of a private wine-tasting complete with an explanation of how they make such special wines on this tiny island. The monks did a wonderful job of looking after us and making it a very special degustation!

We then had a gourmet dinner at a famous restaurant called La Guérite on



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the North Island. The majority of the group voted for this activity and the place lived up to its reputation. We had booked the restaurant for ourselves, so we had a private party with extraordinary ambience at a great location with the lights of Cannes glowing in the distance. *Bon viveur est la Belle France!*

Our cruisers had a leisurely day heading back to the respective ports of St. Raphael or Golfe Juan. Everyone docked in good order before we had the final gathering, which was a beach party and dinner at Le Vieux Rocher in Golfe Juan. The folks from St. Raphael were brought over so we had the whole gang together for a relaxing and fun dinner, plus Salsa dancing as long as we all had the energy.

It was a wonderful way to cap off a cruise that went well from start to finish — including the experience of a *mistral* in the safety of a port.

My goal had been for everyone to have a tremendous experience in what I believe is one of the most special parts of the

world for sailing, wining and dining, and simply enjoying life. I think we nailed it!

Thanks to all who made it, and thanks to the Seaways Yachting team, who did a great job. Here's to all the marvelous memories we shall treasure for a long time!

— commodore peter blackmore

Charter Notes

We had the exceptional good fortune to sail the **Leeward Islands of Tahiti** last month aboard a wonderful **Catana 55** cat from **Dream Yacht Charters**. We'll give you our full report on that fabulous four-island cruise in the coming months, but in the meantime we want to share a



TIM PETERSON

As is the fashion all over the Med and Aegean, boats moor stern-to the wharf at picturesque Port Grimaud.

couple of related charter notes.

First, it appears that bigger cats are becoming the latest industry-wide trend in bareboating. A couple of months ago The Moorings began offering its four-cabin, 12 passenger **Moorings 5800**, and Dream Yacht Charters recently intro-

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WORLD OF CHARTERING

duced its "**Carbon Infusion**" **Catana 55**, which accommodates 12 passengers in six cabins. We'll tell you more about this amazing, high performance boat soon in our Tahiti charter report. But the point we want to make here is that for certain types of groups, these huge cats open up a new set of possibilities.

We don't know the exact motivations of these charter companies for introducing such large-capacity yachts, but we'd guess that in addition to it being a novelty for most recreational sailors to run such a big yacht, they also create **new possibilities for your guest list**. Rather than bringing along only your nuclear family, on a 12-passenger yacht three couples could each bring two kids, and only two or three of this group would need to be experienced sailors in order to run the boat. Plus, the price per person may actually be lower than on an eight-passenger bareboat.

The added stability that a 55- or 58-ft footprint provides is also a plus. In typical charter conditions you could bring along your great-granny who has never set foot on a boat, and she'd probably feel



LATITUDE / ANDY

Jérôme Touzé of Dream Yachts has plans to open up the spectacular cruising ground of Rangiroa to his bareboat customers.

perfectly comfortable. Also, rather than having to buddy-boat in order to accommodate a group of 10 or 12, you could now all travel together — **the more the merrier**, right? — thus saving on fuel,

requiring fewer highly experienced sailors, and allowing everyone to dine and party together in the enormous cockpits and salons that these boats offer. Food for thought. . .

The other charter note we want to share concerns Tahiti's sister archipelago, the **Tuamotus**. Although a favorite destination for world cruisers due to their serenity, minimal development, black pearl farms and truly exceptional diving, these low-lying coral atolls offer few opportunities for chartering. But that may soon change.

At Rangiroa, the world's second largest coral atoll, Dream Yachts has offered crewed charters for years, through its subsidiary Archipels. And The Moorings now offers crewed charters there aboard Moorings 4600 cats, but in a limited area near the capital.

Soon, Dream Yachts' base manager **Jérôme Touzé** plans to develop **way-point-specific cruising routes** through the vast, poorly charted, coral-speckled atoll, so that **bareboat** charterers can explore its spectacular shallows on their own. We can hardly wait!

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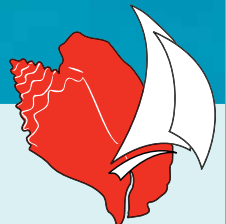
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CHANGES

With reports this month from **Escapade** in the Bahamas and the Northeast; from **Esprit** at Tunisia, Sardinia, Corsica and Monaco; from **Dreamcatcher** on replacing the diesel in Singapore; from **Alegria** on waiting a year to Puddle Jump; from **Mintaka** on cruising toward Panama; from **Profligate** on boatwork at the La Cruz Shipyard; and **Cruise Notes**.

Escapade — Catana 52 Greg Dorland and Debbie Macrorie Up to the Northeast (Lake Tahoe)

We've been lying low, maintaining the boat, and trying to stay positive through our most recent lightning episode. We're currently in Newport, Rhode Island, but we did spend a wonderful month in the Bahamas. We were mostly at Harbor Island, where they have an unbelievable three-mile-long pink sand beach. We walked nearly five miles almost every day, and hung out with our Parisian cruising friends, whom we first met in Cuba. The woman, Isabelle, was finishing up a book on Paul Gauguin, so she had to stay near a Wi-Fi connection.



Greg and Debbie beneath the New York City clock in Newport.

Harbor Island is the Bahamian version of St. Barth, so there were shoreside diversions when we wanted them. Sip Sip had great lobster quesadillas — but not at the prices we remember from our days cruising in Mexico.

In order to get into the harbor at Harbor Island, you have to negotiate the 'Devil's Backbone', a very tricky rock-and-reef-strewn passage at the northern tip of Eleuthera. Most people hire a local guide. We'd been there the year before in calm conditions, so we felt comfortable inching in, with Debbie on the bow. Our Parisian friends followed us in their boat.

You can cruise the world and there won't be many places where there are pink sand beaches like the ones at Harbor Island in the Bahamas.

You can cruise the world and there won't be many places where there are pink sand beaches like the ones at Harbor Island in the Bahamas.

which draws six feet. They were nervous, but both our boats made it.

After getting a little more lightning-related work done in Ft. Lauderdale, we decided to have the mast and boom trucked to Hall Spars in Bristol, Rhode Island. Then we started up the Intra-coastal Waterway with our spar-less *Escapade*, jury-rigged for the lights and radar. It was actually okay, as we'd motor for about 12 hours a day, then generally stop for the night and get off the boat to go for a bike ride or long walk. But Debbie got tired of the bugs somewhere in southern Georgia, so we headed offshore.

After stopping for fuel in the colossal dump that is Atlantic City, we motored up the East River to Long Island. We took the train to Manhattan, and rode all over town on the new bike-share program. Given the New York City traffic, it was pretty dicey, but we saw a surprising number of bicycles on the streets.

From New York, it was a quick trip up to Newport, where it was an unusually wet and gray June. But what a boat show this place is! We plan to re-step the mast in late July after we return from a two-week trip to California. After that, we'll cruise around the Northeast.

— greg 07/02/13

Esprit — Peterson 46 Chay, Katie and Jamie McWilliam Tunisia to Monaco (Boulder City, Nevada)

After our arrival in Tunisia — see the July *Latitude* — we were busy with a mix of touring, sailing and the typical cruising craziness. We arranged for a two-day tour of the southern part of the country, which included a Roman coliseum, Troglodyte homes, three kinds of oases, the first and oldest mosque in Africa, and, of course, the Sahara Desert. The sand of the Sahara is so fine it's a wonder that it doesn't fill in the Mediterranean Sea.

Once back aboard *Esprit*, we prepared for our next passage, to the Italian island of Sardinia. After a few meals at Le Gourmet, our favorite restaurant, we arranged to get diesel — which cost us one-eighth of what it later would in Italy. We departed Tunisia on June 17, and picked just the right window. We had an



absolutely wondrous downwind sail to Sardinia — except for a close call with a ship the first night out — and once again saw sea turtles all along the way. The winds died the last six hours of the 45-hour passage, but we were still able to sail 87% of the way.

We arrived at Sardinia's small port of Arbatax, anchored just outside the breakwater, and dinghied ashore to check into Italy — and the European Union. It was *déjà vu* of our entry into Venice last year, as nobody knew what to do with us. One of the customs officers put us on a city bus to the police station to get our passports stamped. But when we arrived at the station 50 minutes later, they didn't know what to do with us — especially since we'd left Jamie on the boat to make sure *Esprit* stayed put. After the police made a few phone calls, they drove us back to the port and took us to the Marina D'Arbatax office.





ESPRIT

The McWilliams get around, from riding camels in the Sahara (inset), to calling at Monte Carlo (spread). This photo shows the old marina.

Apparently the marina office handles the paperwork for checking in, and you can only check in if you come into the marina. To expedite the process, police drove us to our dinghy and waited while we dinghied out to *Esprit*, pulled up anchor, got the fenders and dock lines ready, and Katie filled out the paperwork. We tied off in the berth and went to the marina office where, yes, we were cleared into the country. It doesn't appear that the officials in Italy see many non-EU/Schengen boats checking into their country.

In between touring and sailing, Chay had to clean and repair the watermaker motor, as the watermaker is a critical piece of cruising equipment. The motor was almost full with carbon dust, the bearing was frozen up, and the brushes

were oddly worn. It's a wonder that it had worked so long.

So far we've met few cruisers who will be heading west across the Atlantic, as we plan to do. For the most part, the cruisers we've met spend a few months cruising the Med, and then settle down in a marina somewhere for the winter to wait for the next cruising season. The Med appears to be like the Sea of Cortez/Mexico — a sort of Hotel California you can never leave — although the Med is much larger and has many more countries and cultures than does Mexico.

The weather has been cool so far this year, with mid-70s during the day. This is drastically different from last May, when we were sweating out 90-degree temps in May. The night passages are cold, but comfortable for sleeping.

Thanks to a gale with 45-

knot winds — we only saw 27 knots in the marina — we waited until June 26 to move north up the 100-mile-long east coast of Sardinia. So after a week in Arbatax, we moved north to Olbia, a small city on the northeast coast of Sardinia.

Katie, Jamie, and Chay McWilliam of 'Esprit'. They've seen a lot of the world since starting seasonal cruising with the 2003 Ha-Ha.



ESPRIT

CHANGES

We anchored in the old port near the old town, and found it to be quaint and slow-paced. A large gale continued to blow for a week to the west of us, so we were

cautious about our weather windows.

On June 30th we motored up to Porto Cervo — the port where 'rich & famous' spend their summers with their megayachts. Porto Cervo felt a lot like Newport Beach or La Jolla — except that people have yachts as long as 300 feet. Porto Cervo apparently goes dormant

at the end of summer, as the superyachts all move to the Caribbean. In fact, there's now a high-end Porto Cervo YC at Gorda Sound in the British Virgins.

We were surprised when we learned that we had to Med-moor using our own anchor at Porto Cervo. Ten minutes after our getting secure, a departing superyacht pulled up our chain and dragged our anchor.

As it was still low season, we paid 50 euros — about \$68 — our first night at Porto Cervo. The next night was the first night of the high season, and we had to pay \$330 U.S.! It's a bit pricey hanging with the 'rich & famous', so the next day we sailed to the French island of Corsica.

We had a great sail across the Strait of Bonifacio — which is normally very rough — to Corsica. Great except for the fact that our 23-year-old Robertson J100B autopilot apparently needed a

After a rough crossing between Sardinia and Corsica, beautiful Bonifacio has always made an excellent — and attractive — port of refuge.

new 'brain'. We have spares for all the other pieces of the autopilot, but not the control box/brain. None of us was looking forward to hand-steering until we could get a repair or replacement.

The marina at Bonifacio, considered one of the most beautiful in the Med, is nestled back in a *calanque*, which is a fjord-like inlet. A very busy port of call, Bonifacio has restaurants and shops lining the waterfront. The medieval town, with its narrow, curvy streets and old buildings, overlooks the marina from a bluff above. We had a beautiful 85-foot classic yacht berthed next to us for two days — although they weren't happy about being put with us smaller boats. But they were pleasant folks, and we enjoyed chatting with them.

We celebrated the Fourth of July in Bonifacio with delicious hamburgers and fries at a small local restaurant, plus a sundae and chocolate chip cookies. One of the bars was all decorated in Americana, and had a Fourth of July party that night. Although we didn't attend, we ended up with an 'Uncle Sam'-style hat atop our flagpole the next morning.

After enjoying Bonifacio, we moved north to Anse de Roccapina, an anchorage on the west coast of Corsica. It was here, after the Fourth of July, that the water was finally warm enough for swimming. The water was crystal clear, and the sandy beach was one of the best we've seen in the often rocky Med. The anchorage was a bit roly, so the next day we moved about 20 miles farther north to Campomoro, another anchorage with good protection from the prevailing winds.

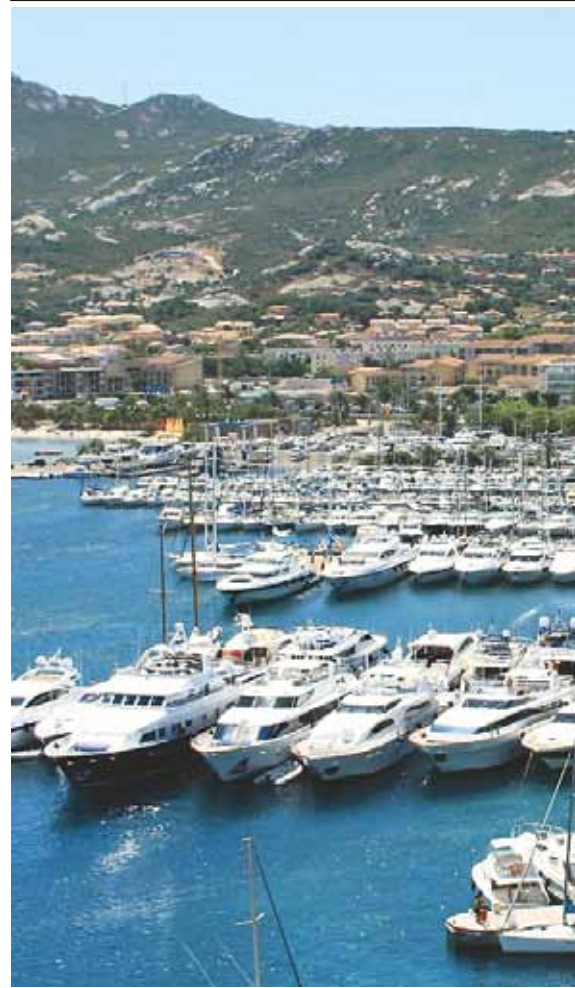
After Campomoro, we motored north to Ajaccio, where we berthed in the old port — Port Tino Rossi — for a few nights. The angels were guiding us again, because there was a marine electronics shop in the marina with an older gentleman

who was able to repair our autopilot brain! When he returned all of our parts, he informed us that one of the controllers didn't work, and that we should use our spare, which did work. Fortunately, we had written down the serial numbers for the parts we had given him, and realized that the non-working controller he gave back to us wasn't ours. It turns out he "inadvertently" gave us the wrong controller because he was testing

ESPRIT



Katie still carries this now tattered Ha-Ha shirt from adventure's start in 2003.



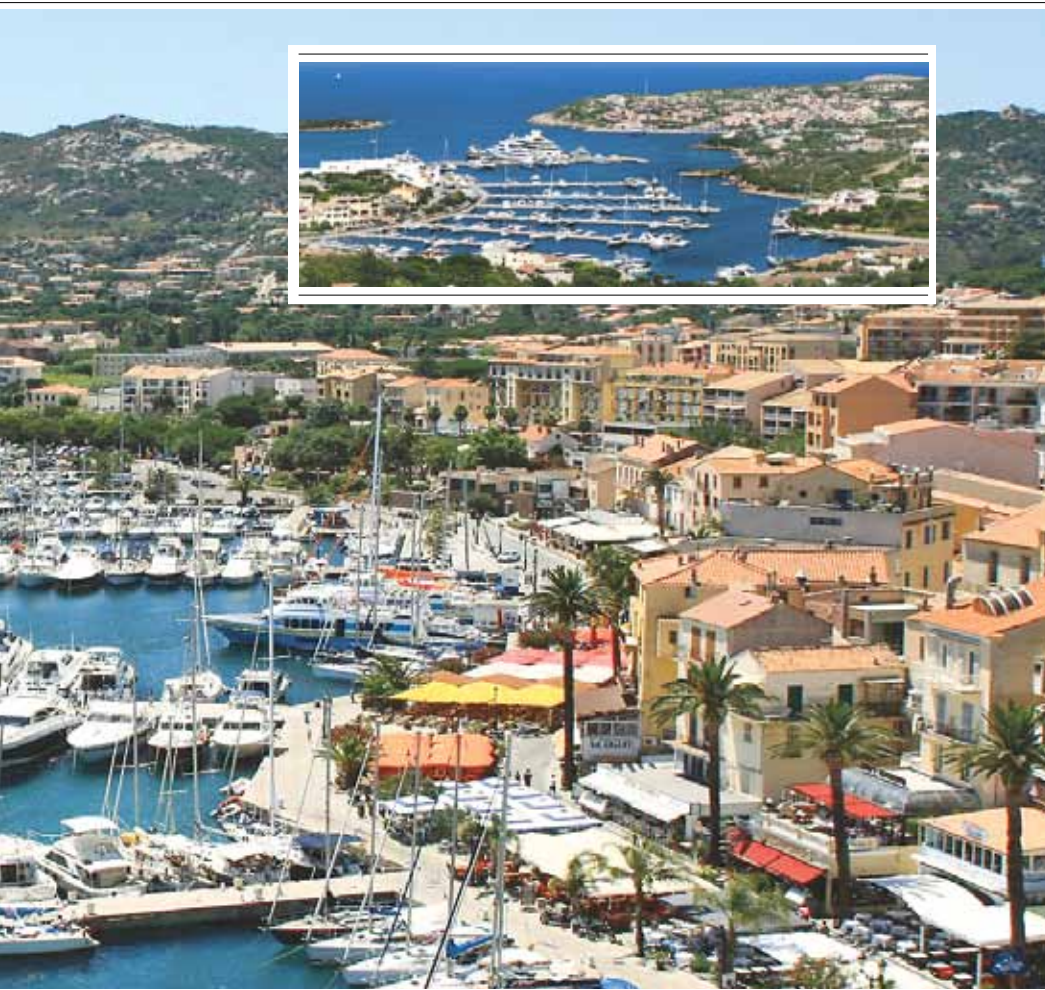
three of them, our two good ones and his bad one. We'll never know whether his was an honest mistake or if he just wanted a working controller in his inventory. But we were grateful to have our autopilot working again. Nonetheless, we ordered a spare autopilot brain off eBay just in case.

We toured the old town of Ajaccio, the birthplace of Napoleon, which is also the capital of Corsica. It's a typical French city, so there were sidewalk cafes everywhere. When we went to customs and immigration to check into France, we were told that there was no need. As long as we had a stamp from Italy showing that we had checked into the European Union, we were good.

After Ajaccio, we headed to Calvi on the north coast of Corsica. It looked like a nice fortified town with a good sand beach, but we didn't go ashore. Because the winds were supposed to be light, and Monaco was 93 miles away, our plan was to depart mid-morning and sail at five knots for an early morning arrival in Monaco. However, the winds were perfect for *Esprit* to sail at 6-7 knots! This would

NAPLOEAN PHOTO





NAPLOAN PHOTO

Europeans are boat crazy in the summer. Spread; Calvi, Corsica. Inset; Porto Cervo, Sardinia, where 'Esprit' paid \$330 for one night.

have gotten us in way too early, so we tried to cut the speed in half. When we arrived at Monaco, we found that the marina office opened at 7 a.m. — but not until noon for arriving boats! So we motored the length of the Monaco coast — about two miles — and then anchored for breakfast before heading into the newer Fontvieille Marina.

We thoroughly enjoyed Monaco. The old town is immaculate, and it almost felt as if we were in Disneyland. We toured the old town on the hill where the Prince's palace and Cathedral are. The Cathedral is one of the nicer churches we've visited in our travels. We took several long walks to the old port — famous Port Hercules — next door, where we checked out the superyachts. We were actually more impressed with the myriad of luxury cars: Ferraris, Bentleys, Rolls-Royces, Jaguars, etc. But where were the Porsches?

On our last night we took the bus to the famous Monte Carlo Casino. Un-

fortunately, 18-year old Jamie was too young to be allowed in. We were, however, able to get a streetside table at the Café de Paris, where we people-watched and, even more fun, car-watched! After yummy ice cream sundaes, we decided to walk the two miles back to the boat. Monte Carlo is a grand, unique place.

— *the mcwilliams 07/29/2013*

**Dreamcatcher — Cal 3-46
Glenys Henry and Henry Mellegers
Diesel Rebuild in Singapore
(Singapore/Oakland YC)**

It's with joy that we can report that for the first time in nearly five months we are able to start our 'new' 36 year old Perkins 2-436 engine and leave the dock for sea trials.

Our tale of woe started on January 9, when *Dreamcatcher* was fully loaded with provisions, and a friend, ready to start our annual 550-mile pilgrimage from Singapore up the Malacca Straits to Phuket, Thailand. We had the VHF in hand to call the marina staff to slip the lines, but when we

tried to start the engine, there was no response.

We started looking at the usual suspects: battery power, wiring, even fuel. We took the starter motor off for inspection, but found no obvious problem. Four hours into our dockside angst, we called a mechanic for phone support. He suggested that we remove the injectors to see what we might find inside.

We found seawater in the number four cylinder. Ouch! Our mechanic arrived the next day and decreed the head had to come off the engine. Poor boat. Poor us. The villain was the exhaust manifold. It was found to be corroded and leaking seawater into the cylinders. It took us several days to process the fact that we had a catastrophic engine failure on our hands. Despite the fact that the engine — which had 5,000 hours — had started several days before, the cylinders had seized to the block.

We soaked the cylinders with ATF for days, hoping to free them. But they wouldn't budge. That meant the engine block, transmission — everything — had to come out. We were facing the prospect of a \$2,000 tow to the boatyard. Fortunately, Keppel Bay Marina allowed us to tow the boat alongside the restaurant pontoon early one morning, where we had arranged for a crane to lift the engine out.

The engine on a Cal 3-46 is not directly beneath the cockpit access opening, so we had to build a belowdecks scaffold, move the engine to the extreme port side under the opening, and then attach the belts and tackle for the crane lift. The crane driver was excellent, and the donk came out with just a half-inch to spare on each side of the access lid!

Concurrent with this, we'd done a ton of research on engine rebuilds and, of course, repowering. We would have *Glen and Henry are members of the Oakland YC who sailed to their new base in Singapore and (try to) make an annual cruise to Thailand.*



DREAMCATCHER

CHANGES

done the latter, except that Perkins no longer makes the 85 hp 4-236. The next model down, 65 hp, would not have the grunt we needed to push *Dreamcatcher's* hull through strong opposing currents.



Glenys, with Jeff the mechanic, takes inventory of engine parts on the dock.

The next model up wouldn't fit into the engine room. We looked at Volvo and Yanmar, but both have right turning props. Ours is a lefty, so a re-perver with either of them would have meant a complete new drive train, propeller, and different holes in the bottom of the boat. That would necessitate a haulout.

Our problems weren't over. Our engine was soon in several different locations: the head at the re-grinder, the block and transmission at our mechanic's shop, and various other bits on the boat itself. We were dealing with Multico, Perkins' S.E. Asia agent for parts, and North American Boat Services for mechanical support.

Without going into great detail, Multico screwed up. Despite their being given the correct engine serial number, the replacement parts they ordered and implanted onto our block were wrong.

The exhaust manifold is not that complicated a part of a boat's diesel engine. But if it gets a little leak, that can destroy the engine.



There were some expensive consequences. We had already purchased most of the parts kit ourselves: cylinder linings, pistons, rings, connecting rods, camshaft bearings, head rebuild kit, new exhaust manifold, transmission rebuild kit, new engine mounts, and so forth.

We escalated the issue to Perkins Worldwide, who sent their Asia Pacific vice president to meet with us. Issues were documented, expectations made clear, and Multico, under the authority of Perkins, made good by re-assembling the engine with all the proper parts.

We also replaced all the inaccessible parts that come into view while the engine is out — including having a new exhaust elbow fabricated.

A big fillip for us was seeing the whole shebang running under test at Multico's premises. After the successful test bed run, the whole thing had to be unbolted and transferred back to the dock, crane arranged, and short block engine lowered back into the boat, moved into position on the new mounts, and head, and the wiring and plumbing woven back together.

At the same time we had the work being done on the engine, we had our Borg Warner Velvet drive 71C transmission rebuilt. We had excellent parts support from Jim at Federal Marine. He knows his transmissions!

We're not too proud to admit that we both shed some tears through all this. *Dreamcatcher's* heart had been torn out and our cruising season totally shot. It was a depressing and anxious five months. And the work hasn't stopped yet. Our genset needs to be re-installed along with a new hot water heater. The

rebuild project took a lot longer than we expected, but we did have several personal interruptions during the process that took us away from the task.

But *Dreamcatcher* now has a totally rebuilt engine, all 1,100 pounds of her, which we are required to 'run in' for 50 hours before a complete fluid change, settings review and tappet adjustments. All up, the cost to us has been around \$12.5k, including crane, our mechanic's time, parts



and a multitude of sundry expenses. Our takeaways from all this:

— Replace or at least pressure test your exhaust manifold every five years.

— Consider installing a fresh water valve system so the engine can be flushed with fresh water after use.

— A diesel engine rebuild takes twice as long and is twice as disruptive as you think it will be.

— Our Perky is still a great engine, and Perkins is an excellent company to deal with.

— No matter whether you can afford him, get the best mechanic possible. Ours — Jeff of North American Boat Services in Singapore — was great.

— Don't discount help from owners of sisterships. The owners of *Molly J* and *Liberty*, both Cal 46s, offered invaluable suggestions, photos and sympathy during the process.

We look forward to starting our cruising season in August, this time on the other side of Malaysia!



DREAMCATCHER

Henry and Mark work to get the rebuilt engine into the engine room. As they had only half an inch to spare, it was a painstaking job.

For those who don't remember from previous reports, we participated in the 2003 Baja Ha-Ha, and subsequently sailed across the Pacific to Australia, and then on to Singapore. We plan to make Singapore our home for the rest of our lives. *Dreamcatcher* regularly sails throughout Asia. Cal boat and/or Perkins owners are welcome to contact us for further details on the engine rebuild and challenges thereof. We can be reached at: dreamcatchervoyage@yahoo.com.

— *glenys* 06/15/2013

**Alegria — Caliber 40
Brian and Mizzy Black
Waiting a Year Was The Right Move
(Alameda)**

We left Alameda in early October of 2011, just in time to make the San Diego start of the Baja Ha-Ha. We're very glad

we did the Ha-Ha, as it provided us with a definite departure date and was great fun, and we were introduced to the cruising community. Dear friends crewed for us, which was priceless.

From Cabo, we went north to La Paz, and enjoyed that city and the local cruising. But it was a tough time of year to be there, as the Northerners came through nearly every week. By this time we were already enrolled in what one sailor described as "the year-long post-Ha-Ha course in anchoring and resource management."

After Christmas, we sailed from Frailes across the Sea of Cortez to Mazatlan. This 210-mile trip was our first significant doublehanded passage. We then worked our way as far south as La Cruz on Banderas Bay, and can enthusiastically recommend Isla Isabella, San Blas and Chacala as stops along the way.

We began attending the Pacific Puddle Jump seminars

and other activities in La Cruz. These were great, and many of our dear friends from the Ha-Ha were getting ready to make the Jump. This had also been our dream/plan, so we became very enthusiastic about going across, too! But it was also clear that, while we probably could make the crossing, neither we nor our boat were really ready. Plus, we still hadn't had enough time in Mexico. So after considerable anguish, we decided to spend another year in Mexico. For the first time we watched our friends cruise on without us.

We sailed back up to La Paz for the start of a summer in the Sea of Cortez. We made it up to Bahia Concepcion in time for Geary's Fourth of July Party, and then north as far as Refugio on Isla Angel de la Guardia.

We'd been doing boat projects — to either fix or upgrade our Caliber 40 — the entire time we'd been in Mexico. The upgrades were to make her better for long-term cruising and the Puddle Jump.

For instance, we upgraded the refrigeration and added a large freezer. Naturally, that meant we needed more solar power, so we added two more panels to bring the total to 540 watts. We put a whisker pole on the mast, and acquired a large light-air headsail. We upgraded the anchoring setup to improve chain handling and to provide a strong attachment at the bobstay chainplate to attach an anchor snubber in heavy conditions. We replaced the stove with a new one that has a larger oven — we can put a chicken in! We replaced the prop with a MaxProp feathering prop for better performance. And we've done a thousand other smaller repairs.

In the process of completing our projects, we've learned about getting parts and supplies down to us in Mexico. We can assure everyone that the North

Some say that patience is a virtue. When it came to waiting a year to do the Puddle Jump, Mizzy and Brian couldn't agree more.



ALEGRIA

CHANGES

American Free Trade Agreement (NAFTA) does not include free trade from the U.S. to Mexico. But shipping agents

in San Diego do get things across the border, then ship them via truck or air to points farther down in Mexico. It's expensive and sometimes slow, but it's possible.

The best and least expensive delivery option, however, is to have family, friends or fellow cruisers bring

the goodies down. So friends and family who came down to visit us were usually surprised to find strange packages arriving at their doorsteps before they departed, and having to bring heavy bags along with them on the plane.

We've greatly enjoyed our time in Mexico, as the Mexican people have been wonderful and have taught us much. Among other things, they taught us better manners, and to be less suspicious. For example, our dinghy and outboard were never stolen.

We've also greatly enjoyed the cruising community. In fact, we've never been so well connected socially with people who share the same dreams and obsessions. We've made great friends who we expect will be our friends for life. We've also learned how valuable our friends are to us, and we spent time every day maintaining these relationships. Participating in the VHF and SSB nets has been a learning and growth experience for both of us.

We went without air-conditioning **When cruisers in the Guaymas area need a bright lights/Costco/REI/Whole Foods fix, they make the dash up to Tucson, Arizona.**

and/or a portable generator during our summer in the sizzling Sea of Cortez. We relied on our solar panels, and found that they generally kept up with the loads from our lights, refrigerator, autopilot and watermaker, both at anchor and while underway. A string of cloudy days would make us anxious, but there weren't too many of those.

Yes, it was hot, but we got used to it. The hottest spots were probably Bahia Concepcion and Santa Rosalia. It was cooler out at the islands. We learned to sleep on bath towels so we didn't end up sleeping on sweaty sheets. Ice cubes and limes helped us ingest the amount of water our bodies required.

The heavy rains in August seemed to break the heat, and when we got to the far north, Baja was shockingly green. Isla Angel de la Guardia looked like Ireland, and Agua Verde resembled Polynesia!

In late August we crossed the Sea of Cortez again, and spent time in the San Carlos/Guaymas area. This was great, too. The harbor at San Carlos is beautiful, and the expat community there took us in and fed us. Friends had also arranged for a post office box in Nogales, Arizona, so we furiously shopped online, then drove to Arizona to pick the stuff up. The little car was packed with stuff on the way back. We actually made several such trips with cruising friends. One trip was extended to an overnighter in Tucson so we could make rushed stops at REI, Sears and Whole Foods.

We hauled *Alegria* in Guaymas and had a good experience. We liked Guaymas better than San Carlos, as it had better *ferreterias* (hardware) and *tornillerias* (machine shops).

After hauling, we recrossed the Sea to San Juanico. By this time overnight crossings were fun rather than intimidating. Our anchoring skills had also improved. We continued south again as far as Barra de Navidad, with family flying into the nearby airport for a visit. Then it was back to La Cruz to complete final preparation for the 2013 Puddle Jump.

It turned out that we had more prep work to do than we'd thought, so we missed out on many of the seminars we had attended the year before!

The high points of our time in Mexico? The people we met, of course. Mexico also provided us with an ideal environment in



which to discover whether we liked cruising in a foreign — but not too foreign — land. Mexico is remote and isolated — but not too isolated. We loved La Cruz and the variety of street tacos available. La Paz felt like 'home' every time we returned. We learned to sail and handle our boat better. We ended up spending a fair amount of time in marinas, mostly when we were intensively doing boat projects. This was fine, as the prices were comparable to rates in the U.S. The snorkeling was good in Mexico, and we caught fish while underway.

Things that worked? Spanish classes that I took at night at a local junior college. Being able to speak a bit of Spanish greatly facilitated getting things done in Mexico, and enriched our experience. Our boat has proved a good choice, and she's taken care of us.

In hindsight, staying an extra year in Mexico was an excellent decision. We learned and enjoyed so much during our extra year. We're writing this on Day 25 of our Puddle Jump to the Marquesas.

ALEGRIA



Mizzy works on her spinny skills in the Sea.

ARIZONA PATHWAYS



MINTAKA

after they left. What a beautiful wave!

I will continue to sail south again, with my destination being Golfito, Costa Rica, where I plan to leave my boat for two weeks while I fly home to Germany in early August. When I return, I'll be heading south for the waves of Panama.

— stefan 07/18/2003

**Profligate — Surfin' 63
Almost Made It Back In The Water
La Cruz Shipyard
(Punta Mita, Mexico)**

We came sooooo close to getting *Profligate* launched so Doña de Mallorca and the Wanderer could do a Bash and make it up to California in time for Fourth of July festivities. But we didn't. Even though it means we missed one of the best Baja Bash windows in ages, and the Santa Barbara to King Harbor Race, we're glad we didn't go back in the water.

On June 20, everything looked set at the La Cruz Shipyard in Riviera Nayarit for the launching the 63-ft cat that is the mothership of the Baja Ha-Ha. The starboard daggerboard had been repaired; the Flexofold props had been serviced; and the yard crew had applied a new coat of Micron 66 bottom paint. All the Wanderer and de Mallorca had to do was provision, top off the fuel, and head north for *Profligate's* summer home at the Driscoll's Boat Yard work dock in San Diego.

There was just one problem. The shipyard's huge Travelift — there are only four Travelifts between San Francisco and Panama that are wide enough to handle *Profligate's* 30-ft beam — was down for three to five days for maintenance. Believing that idle hands are the devil's workshop, we started to think of other things we could have done to the cat. And thus we began our trip down the boatyard slippery slope.

Grinding the paint off the decks of a 63-foot catamaran in the heat and humidity of the tropics. These guys are good, hard workers.



Clockwise from above: Stefan with that 'I just quit work for good' smile on his face with 'Mintaka' in the background. Golfito, Costa Rica, where he'll leave his boat for a few weeks. 'Mintaka' under sail. One of the many great and uncrowded Central American breaks. A startling sunrise.

We're enjoying the crossing so much more than had we jumped off a year ago.

— brian 04/07/2013

**Mintaka — Triton 28
Stefan Ries
Mexico to Panama
(Germany)**

This is the fourth summer that I've cruised south to Costa Rica from the Palladium on Banderas Bay, where I worked until recently. This time I'm not coming back.

My trips to Costa Rica have fallen into a nice routine, but it makes it difficult to write because there hasn't been that much excitement. No storms, no pirates, not even any jumping fish spearing me in the thigh again. I'm just doing my thing, which is mostly sailing and surfing, and enjoying it.

I had a slow and easy crossing of the Golfo de Tehuantepec. I made it the

500 miles from Huatulco to the Gulf of Fonseca in nine days. I stayed in Nicaragua for a week and got good waves at Manzanillo in the Rivas Province. It blew offshore every day.

I cleared into Costa Rica at the end of May, and have been going back and forth between Ollie's Point and the Playas del Coco area. It's about 20 miles between them, so I always stayed two or three days at the remote surf break. I never did see the park rangers who like to charge \$15 day, so I got to surf for free. A Costa Rican patrol boat came by one afternoon and checked my paperwork, but it was all fine.

One swell brought overhead waves, and I still got some solo sessions before and after the *pingas* full of surfers arrived or



LATTITUDE/RICHARD

CHANGES

Because we seldom get the opportunity to haul *Profligate*, we'd already had Peter Vargas and his Sea Tek crew paint the glossy areas of the 13-ft long back steps. It's a job that had to be done out of the water. Peter's guys did such a good job at such a reasonable price that we had them patch some minor stress cracks and paint the aft exterior of the house as well. Looked good, too.



Afternoon thunderstorms caused some delays, but not many.

One funky thing about the haulout had been that two small cracks had appeared on the bottom of the hull where it was supported by jacks. The cracks were so small they were missed by the surveyor because the bottom hadn't been sanded yet for painting. We consulted with multihull expert Gino Morrelli about the issue. He told us that he recommends that owners of big Morrelli & Melvin cats have the cats supported by the bridgedeck rather than the hulls when hauled. And if the cat has to be supported by the hulls, the core in the small areas where the jacks go needs to be cut out and replaced with all resin and cloth. If you don't, the core can get compressed a tiny bit, causing a little crack. Gino told us how to fix the problem, and said not to worry, because when the cat is in the water, the load on the hull is distributed over a much greater area than when held up by just jacks.

Despite the easy repair, Gino's assurances, and Chuck Driscoll saying he's seen the same thing happen on his J/109, we'd never been completely

The skin of the deck core is now a quarter of an inch thicker, the antithesis of squishy. Here the primer is being sanded prior to painting.

happy with one aspect of *Profligate's* composite hull. The vinylester resin and Divinycell core are a great combo; we just wanted thicker skins because ultimate performance has never been our primary interest. True, we hadn't had a problem with the composite hulls in 16 years of sometimes hard sailing, but because we were stuck out of the water for a few days, we asked Peter for a quote on adding two layers of mat and a layer of woven roving for two feet on each side of the centerline, and for the length of the hulls.

While he was at it, we asked Peter to throw in beefing up the existing athwartship frames and adding a few new ones. Such an addition to the inside of the hull(s) of most boats would be all but impossible because the interior structure would make access impossible. But *Profligate* has such a simple and open interior, all that would be needed for complete access would be to remove the floors.

Oh yeah, the floors. *Profligate's* floors are composite, too, but with a balsa core. In the right applications, balsa is a superb core material — but not when the skins are just a millionth of an inch thick. No wonder that over 16 years of hordes of people coming through the boat, and moisture seeping through the ultrathin skins, some of the balsa core had devolved to the strength of soggy oatmeal.

Since access was critical to properly do the work on the inside of the hulls — and we were already picking up speed sliding down the slope, we decided now was also the best time to completely replace the floors in both hulls. While we were at it, we decided it would be nice if Peter's crew completely sealed off the bilges for about 40 feet of each hull, giving four very large watertight compartments, and for all intents and purposes, a double bottom in those areas. Yeah, we might be getting conservative.

Summer is the slow season for boat work in Mexico, so Peter told us that if his crew could do the work right then, as opposed to November when every boatowner would want jobs done yesterday, he could do the job for X dollars. We shook on it as quickly as we could. Not only did it seem like a fair price for a lot of nasty work, but these were itches

we'd badly wanted scratched for a long, long time. We'd just never found the right place at the right time. To seal the deal, Peter said he'd throw in four custom-shaped hull cradles for the next time we hauled out.

But the things that really sent us sliding down the boatyard slope were *Profligate's* balsa-cored decks. As we mentioned, balsa is a great core as long as the skins are thick enough, no moisture gets in, and you don't have as many as 156 people walking on them at once. Alas, we'd violated all the provisos. As a result, we'd been playing Whack-a-Mole with little mushy spots in the deck for years. We'd also been annoyed that the decks weren't completely level and didn't have waterways. So in a fit of madness, we asked Peter for a quote on tearing off all but the inner skin of the deck, putting in a new core, adding two layers of



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LATITUDE/RICHARD

ligate for years to come, it's hard to describe how good these improvements make us feel. Finally, there is peace in our lives.

Profligate may not look like a different boat for the start of the 20th annual Ha-Ha, but in many important ways she will be.

By the way, many sailors in Southern California already know Peter Vargas. He started out as a small time pot peddler, but quickly decided that a life of crime wasn't for him. So Alan Blunt of Sea Tek Rigging hired him as a minimum wage janitor. Peter ended up working for Blunt for 26 years, learning everything there is to know about building and maintaining rigs. When Blunt retired, Peter bought the business and had 13 employees. But after eight years, the economy went to hell, and so did his business.

"The first thing people stop spending money on when the economy goes bad is their boats," says Vargas. "The economy kicked my butt. I lost one of my houses and the business went south. So a little more than five years ago, I came to La Cruz and started a new rigging and boatyard business. I'm very happy to be here. I have 10 workers, so it's a big payroll, but I've got good workers and we're growing."

We'll let you know how it all turns out.
— *latitude* 07/20/2013

Cruise Notes:

With a new cruising season approaching, it's time to tease first-time cruisers with tales of how frugal some folks have managed to be in a month of cruising.

"Seventy-eight dollars," is the number given to us by Kit and Deb Caldwell, formerly of the Long Beach-based Wauquiez 43 **Alma in Quieta**. "It was a couple of years ago, and we spent most of the month at the Partida anchorage about 20 miles east of Bahia de los Angeles in

Kit and Deb Caldwell lived the good life in the Sea of Cortez for as little as \$78 a month. They now live ashore in La Cruz and ride a Harley.

LATITUDE/RICHARD



Clockwise from above; The project halfway down the slippery slope looking a mess. A bucket of epoxy and some roving can fix all hull problems. When balsa core gets wet, it goes to crap. Divinycell core doesn't absorb water so it stays strong. Ultimate access to the inside of the hulls!

mat and a layer of roving, then fairing and painting the whole shebang. Peter's quote was so low that we asked him to recalculate it. Even after he raised it by 33%, our heart still skipped a few beats. It was going to add another two weeks to the initial two weeks of work, but it was something we really wanted.

Peter is a smart guy, so before taking a router to the deck and cutting all the top skin off and core out, he had his guys sand all the paint off — a monumental job in the summer heat and humidity of the Vallarta Coast — "so we can see what's really there". This was a wise move, because it turned out that all of the core that hadn't previously been repaired was actually fine. It didn't need replacing, it just needed a thicker skin

on the top. So Peter and his crew added a layer of mat, a layer of woven roving, and another layer of mat. The deck didn't need to have a quarter of an inch more glass on the top, but we're into overcompensation.

Every day for the last four days we've jumped up and down on the decks for minutes at a time, elated with how strong they finally are. And smooth? After yard hours, when there is nobody around but the security guard, we get down on our knees and caress the smooth surface that's almost ready for primer.

As someone who plans on actively sailing *Prof-*



CHANGES

the Sea of Cortez. While there we caught a lot of grouper and triggerfish, and the Mexican fishermen gave us lobster, scallops and clams. After about three weeks we came into BLA and really blew the budget, spending the \$78 on a lunch, a dinner, fruits, veggies and beer. As you might expect, our boat was well stocked to begin with. When we sold her last fall after five years of living aboard, we were still taking stuff off her. We spent between \$200 and \$300 the other months of the summer. There just aren't many places to spend money up in the Sea. We now live ashore in La Cruz. It's inexpensive, too, but we spend much more money than we did when we lived aboard."

Having *Alma in Quieta* equipped with 435 watts of solar panels helped the Caldwells with their frugal cruising. "The solar power meant we never had to start the engine, because all our batteries would be topped off by 2 p.m.," said Debbie. "That's when we'd fire up the watermaker. The only time we used the engine was when we used our Sail Rite sewing machine to make awnings for the



LATITUDE/RICHARD

If you spend a summer in the Sea of Cortez, you can get all the power you need from el sol. But you also have to know how to keep cool.

back of the boat. The summer heat of the Sea isn't too bad if you have plenty of awnings and fans — and like to swim. It was so beautiful up there, with lots of whales sharks for entertainment."

What about you? Have you had any ultra-frugal months or even seasons?

"When we sailed to Mazatlan in late April to leave our boat for the summer, we heard on the morning radio net that the Alberg 37 **Jazz** had been lost near San Blas, Mexico, but that the owner was safe," report Ha-Ha 2012 vets Bruce and Bridget Eastman of the Brisbane-based Alberg 35 **Sojourn**. Does *Latitude* have any information about how the boat was lost and where?"

We're sorry, we don't have any information on *Jazz*. Perhaps some of our readers can help.

For those who waited until June to do the Baja Bash, there were some excellent weather windows. Bill Lily of the Newport Beach-based Lagoon 470 **Moontide** reports:

"As of 2 p.m. on July 1, we are a bit north of Punta Baja. I don't want to jinx my partner Judy Lang and myself, but here is what we've had for weather since we left Cabo:

"Cabo Bay to Cabo Falso — 22+ knots on the nose with bouncy seas for about four miles. We had to drop down to 3

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knots of boatspeed for a bit.

"Abeam Falso — 12 knots WNW.

"Two hours north of Falso — 6 to 8 knots from the NW.

"The rest of the way to Bahia Santa Maria — Less than 8 knots.

"BSM to Turtle Bay — Never more than 6 knots.

"Turtle Bay to Cedros — 12-14 knots from the NW for 30 minutes, then down to under 10 knots the rest of the way.

"Cedros to San Carlos — Under 12 knots, mostly from the SW.

"San Carlos to Punta Baja — Less than 10 knots from the E to SSW.

"The forecasts have been calling for such benign weather that we've been stopping at night instead of continuing on in placid conditions. Our plan is to overnight to Ensenada, have dinner at Sano's, then run up to San Diego in time to clear Customs by 9 a.m. so we can get a spot to anchor in La Playa Cove for the Fourth of July. The weather has been so mellow that I'm telling Judy that she doesn't get to count it as a real Bash."

A short time later Lily reported that the wind had come up to 16 to 18 knots

... out of the south!
"It was almost worth putting up a chute," he said.

Moontide wasn't the only boat that had an easy Bash. Patsy 'La Reina del Mar' Verhoveen of the La Paz-based Gulfstar 50 *Talion* reports that she and crew Bob Martin and Bruce Bloch had an "easy" seven-day trip from La Paz to San Diego, which is about 880 miles. We even spent two nights at Turtle Bay," Patsy writes.

Of course, good Bashing weather and good luck doesn't last forever. Craig Shaw and Jane Roy had great fortune doing a Baja Bash with Craig's father's Hunter 54 *Camelot*, but the luck didn't last for the California and Oregon Bash.

"It only took Jane and me five days to do the Bash up to San Diego," writes Shaw. But it took us almost four weeks to get around Pt. Conception! We did,



Cruiser Quiz: Was this photo of 'Moontide' taken during a Baja Bash or in the Sea of Cortez? Hint: Look at the color of the water.

however, have fun in Southern California, enjoying a few days visiting friends in San Diego and Newport, then a fun week kayaking and hiking in Catalina, before a sail to Santa Barbara in blustery conditions. Jane had to fly to her son's graduation, so a friend flew down to help me with an easy two-day motorsail to San Francisco Bay. We really enjoyed our 12-day stay in Sausalito, waiting for the perfect weather window that allowed us an easy three-day run up to the Columbia River. I'm sure glad I took the advice of Bob Smith of the La Paz-based

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44-ft custom cat **Pantera** to set aside two months instead of one for getting back to Portland. Being patient meant that our Bashes weren't really Bashes at all."

Craig and Jane are now working hard on Craig's Columbia 43 **Adios** getting her ready for this fall's 20th Baja Ha-Ha. Come to think of it, Lily and Verhoeven also are getting their boats ready for the Ha-Ha.

"We didn't make it to the Puddle Jump Rendezvous in Tahiti," writes Michael Moyer of the Newport Beach-based Alajueta 48 **Cherokee Rose**. "The problem was that two different reefs wanted our boat. We didn't succumb to them, but we now need a shipyard, which is why Anita and I are headed toward Raiatea. I have a couple of years and several miles of cruising experience, but I seem to be completely unprepared for the passes of the Tuamotus. The first time we had a problem the pass was just too shallow. I knew it would be tight, but I thought we could make it. We went aground on sand, and the constant outflow of water finally washed the sand away. After be-



LATITUDE / ANDY

When we met Michael and Anita in Mexico last year they knew serious challenges would face them in the months to come.

ing flushed out the channel sideways, we laughed it off as a 'Do you remember when?' incident.

"On the second reef strike," Moyer continues, "I tried a little harder to do everything perfectly. We arrived at slack/flood, followed the range lights in like a laser beam, turned to port to enter the well-marked channel — but still got

hung up on the reef! With every wave we were inched forward and sideways. When your boat is your everything, the crunching and grinding of fiberglass is a sickening sound. Then the locals showed up, secured lines, and pulled with their boats. *Cherokee Rose's* keel is now sanded, gouged and gored, and has two holes into the lead. The toe of the rudder needs glassing, filling and fairing, and the feathering propeller looks like I used it to cut bricks. Unfortunately, I have no photos, as taking photos didn't occur to me at the time. But I can say with authority that Katiu's Pass won't allow for a 6'9" draft, and Raraka Pass, the well-marked one the port side, is for small local outboard-powered boats only. Oh, it's deep enough, but you wouldn't get out the back side anyway. I know of a least one other boat that had a 'coral crunch, but that's a story for the folks on the Anacortes-based Lagoon 440 catamaran **Double Diamond** to tell."

"We circumnavigated with our Grainger 46 cat **Infinity**, which was equipped with hydraulic steering,"

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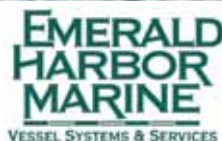
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reports Ross Linton of New Zealand. "After sailing the Tasman Sea with the rudders fighting each other, we spent a lot of time to finally get the system fixed before the start of the big trip. The solution to our hydraulic problems may or may not work for Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who reports he's had a lot of trouble with his steering all the way across the South Atlantic, but it might. First, we swapped the 'equalizer' valve between the two circuits for one rated for extreme pressure. Our original was apparently just a water valve and not up to the loads involved. Then we replaced the seals inside the rams. It turned out that one of our rams was leaking internally from one side to the other when under heavy loads. We carried a spare set of rams, as we guessed replacing the seals in a remote spot wouldn't be easy. They turned out to be just ballast, as we only had to realign the rudders about once a year after the fix."

Scott Stolnitz, who is currently in French Guiana with **Beach House**,

forwarded his thanks for Linton's suggestion.

"I am currently in Palau after a season of cruising north from Fiji to the Marshalls and Micronesia," reports Bob Callaway of the Pleasant Harbor, WA-based MacGregor 65PH **Braveheart**, a vet of the 2009 and 2010 Ha-Ha's. "I keep meaning to write, but this cruising lifestyle has given me a chronic *mañana* attitude. The Palauan heat, humidity and microbrew don't help. The outer islands of Yap, particularly Lamotrek, are everything I thought the South Pacific was going to be."

Callaway is not the first cruiser to report that **Micronesia** greatly exceeded his expectations. It's also outside the tropical cyclone zone.

On June 18, a Coast Guard C-130 spotted a suspicious *panga* 100 miles southwest of San Diego. The cutter **Ed-**



Bob Callaway's MacGregor 65 'Braveheart' back when she was in the Sea of Cortez. He's having too much fun in the Pacific to write about it.

isto was sent to investigate, and found an estimated 250 bales of marijuana weighing between 10 and 40 pounds each. The suspects, who claimed Mexican nationality, were turned over to the Mexican Navy. Prior to stopping that attempted smuggle, joint agency counter-smuggling operations have seized or disrupted the smuggling of 60,000 pounds of pot so far in 2013, and as far north at Morro Bay. In addition, 200

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suspected illegal immigrants have been apprehended.

"I've been coming to Catalina's Avalon for some 55 or so years, many times in the company of my lifetime sailing buddy, Ernie Minney of famed Minney's Marine Surplus in Newport Beach," writes Chester Salisbury of the Herreshoff Nereia ketch **Siouxie**. "So it was with great pleasure that I could introduce Ernie to a new friend, Cynthia Shelton, author of the LiveAboard Docu-Comic, *Dock Dorks*. Get a copy, it's a riot! Cynthia showed up in Avalon in March after singlehanded down the coast from San Francisco with her Lindsey 30 **La Bonita**. She was rowing around the harbor handing out the first printed copies of *Dock Dorks*, which was recommended as a Christmas stocking stuffer by Max Ebb. When Ernie showed up, I gave him my copy to read, and he decided to carry *Dock Dorks* at Minney's. It sounds to me as though Cynthia has come a long way. She first appeared in *Latitude* during the haulout issue in July of 2010, full of confidence. Of course, it's one thing



Circumnavigator Ernie Minney, who owns Minney's Marine Surplus, with Cynthia Shelton, of 'La Bonita' and author of Dock Dorks.

to manage a haulout and another to sail out the Gate and turn left — as she promised she would. And she did it with style! Cynthia's been in Avalon for about three months, and has decided to stay

a while. I think she'll do fine, as she's now working for the *Catalina Islander* newspaper, and has just started a two-hour radio talk show for mariners called *Lifelines*, which is on KISL 88.7, and can be picked up online.

"After a crackerjack sail from the mainland up to **Puerto Escondido**, we arrived to find: No diesel. No gas. No cell phone service. No navigation lights at the harbor entrance. And surprisingly enough, virtually no people." So reports one sailor who cruises the Sea of Cortez each year, but because of his criticism wishes to remain anonymous.

"While anchored in the Ellipse," he continues, "we had the company of four Mexican Navy vessels, which I assume had taken refuge from tropical depression **Erick**, which had been a hurricane a few days before it arrived. It was no big deal, as the gusts maxed out at 25 knots. The arrival of the Mexican Navy must have awakened the Fonatur staff, because there is now a green port light on the breakwater. Attempts to get a red one working started this afternoon,

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but the short chop made it difficult for the fix-it guys to get ashore. Had they landed a hundred yards north, where there is protection, they could have easily walked to the light. I might add that during hurricane **Paul** in 2012, the Fonatur staff flouted international maritime laws governing safe refuge when they insisted on charging for anchoring in a harbor of refuge. This was well-documented with the port captain, who sided with me and a Mexican maritime lawyer who just happened to show up. He suggested paying the Fonatur fees, but under protest, in order to document the disregard for Mexican maritime law and international maritime law. I'm not writing this negative review for the fun of it, but rather in the hope that it will help improve things at Puerto Escondido. I'm been coming here a long time, and it seems to me Puerto Escondido has forever been trying to attract big money and run the sailors out. If and when the fat goose lands, I wonder if it will kill and eat the golden eggs before they have a chance to hatch."

In defense of Puerto Escondido, it's

relatively remote and has yet to attract the amount of year 'round business to support significant services and facilities. As you know, when you go north of La Paz, you'd better be prepared to take care of yourself. As for big changes there, when we first cruised there in 1978, officials were touting the fact that the "fat goose" had arrived. On various occasions large sums of money have poured in, but Puerto Escondido has never gained traction as a significant tourist destination. We think much of it is due to the fact that it's primarily a spring and fall destination rather than a summer or winter one. In any event, we wish the area the best of luck, although it suits self-sufficient cruisers pretty darn well just the way it is.

"Excuse me waiter, how is the bat tonight, and does it come with a sauce?" When recently reminiscing about her five years of cruising the South Pacific with



LATITUDE/RICHARD

Unlike at some cruising destinations in the South Pacific, it's hard to find delicious bat on restaurant menus in the United States.

her family aboard the F/P 56 **Rhapsody**, Caren Edwards of Tiburon told us that her husband Sam once ordered the bat entree at a fancy French restaurant in Port Vila, the capital of Vanuatu. It came with a brown sauce. While Sam — an old Peace Corps hand in India and Africa — ate the bat, he said he probably wouldn't order it again.

Eaten anything interesting while cruising? We'd like to hear about it.

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24 FEET & UNDER



23-FT BLACKWATCH, 1980. Sacramento. \$5,750. Price reduced. 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.

24-FT MOORE, 1984. South Lake Tahoe. \$13,500. Moore 24 *Apré* Ski. Dry sailed, fresh water Lake Tahoe, winner of many seasons and regattas, great condition, large sail inventory, 2hp 4-stroke outboard. Contact (530) 544-1482 or potterybylynn@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.



24-FT C&C SLOOP, 1975. Brickyard Cove, Point Richmond. \$3,500. Great day sailer. Self-furling 135 genny. Full sails. 8.6hp Honda. Recent UV covers. Watch the Cup tomorrow. (415) 518-9750 or dave@silcoxsmith.org.

24-FT J/24, 1981. Richmond. \$3,750/obo. Great sailing J/24 looking for a touch of TLC. Boat has main, jib, and two spinners. 4hp Nissan 4-stroke outboard. Porta-Potti and water tank. All offers considered! Photos/viewing available. (510) 526-5849 or rune@berkeley.edu.



17-FT MONTGOMERY FOULSOM, CA. \$4,950. Lyle Hess. Allasted shoal draft, teak board, laps, toe rail, kick upsail, jib and genoa. New deep cycle battery, solar panel charger. Berths for four, Porta-Potti, gimballed stove. Good condition.



24-FT MOORE SLOOP, Richmond, YC. \$18,000/obo. #66 Grumet, two-time National Champ + many more wins. Brilliant reputation. Beautiful new paint job and much more. Galvanized trailer, OB, Ericson mast... all you need to win!

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22-FT PEARSON ENSIGN, 2005. Marina Del Rey, CA. \$24,900. Own an American Sailboat Hall of Fame Inductee! *Aura* is a new-generation Pearson Ensign, well-maintained by her owner. Sails: mainsail, furling genoa and spinnaker in a sock, all in good-to-great condition. Cockpit cover, multifunction data display, cockpit speakers, ready to go. Cockpit seating wood is varnished and looks great, teak cockpit floor is stained and sealed. Bilge pumps have been replaced. No trailer. More at www.ensignclass.com/buy-sell/used-boats. Contact (310) 650-1761 or boatshop@aol.com.



18-FT MARSHALL SANDERLING, 1970. Portland, OR. \$6,500. Price reduced. 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.



22-FT CAL, 1987. Folsom Lake. \$4,500. Very nice sailing boat. Fixed keel, new interior, autopilot, spinnaker, roller furling 135%, excellent trailer. (916) 541-0009 or meyermaj@comcast.net.

24-FT J/24, 1978. \$8,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boom-vang, carbon fiber spinnaker pole, Tacktick wind, speed, compass and depth. New 4hp Nissan long shaft (never had gas in it) and all Ullman class sails, plus one non-class carbon jib, solar charger and gel battery, two-axle trailing with gear box, dry sailed last 7 years. Fun, fast boat. Thanks, Chris. (209) 603-7991 or ccorbin@costco.com.



15-FT BONGO SPORT BOAT, 2008. Tiburon. \$5,950. This boat is in new condition. Everything is perfect, comes with trailer, cover, carbon mast, rudder and keel. Very high quality boat and gear. This boat is a bargain. Must see to appreciate. Fun to sail, too. (443) 955-8463 or deesmith@deesail.com.



21-FT PRO OPEN, 2001. Sausalito. \$9,500. 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.



28-FT ISLANDER, 1976. Sausalito. \$14,500. Best looking on the Bay. New LPU cabin and decks, new standing and running rigging. Mast has new Awlgrip epoxy paint. Very dependable Volvo diesel with new valve job. Recent haul out and bottom paint. Sails in excellent condition. Owner would consider trade plus cash for 36-ft cruising sailboat. www.flickr.com/photos/98893460@N03. Contact (415) 269-8279 or gphillips511@yahoo.com.

26-FT CONTESSA, 1978. Santa Cruz, CA. \$10,000. 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.



28-FT WYLIE CUSTOM, 1982. Richmond. \$24,000. Singlehanded ocean racer or fast Delta cruiser. Built by master shipwright. 2nd owner, Bristol condition. Custom mahogany interior. 7 bags of new racing sails plus good offshore cruising sails. Self-tailing winches, 35-gallon water tanks. New - standing rigging, lifelines, high-output alternator, solar, 6v Trojans, non-skid, bottom paint, carbon fiber rudder, Delrin rudder bearings, Airex spinnaker, chainplates. Autopilot, Pioneer stereo. Many more upgrades. 1st Place for "Best Singlehanded Boat" 2013 Plastic Classic. (707) 484-9486 or winefood@sonic.net.

27-FT BRISTOL, 1967. Lowrie Marina. \$2,995. Weekender, long cockpit. 6hp Johnson. Carl Alberg design. Full keel. Great on Bay. Cass's rental fleet 40 years. Health forces sale. (707) 545-4505.

25-FT CORONADO, 1968. Moss Landing, CA. \$2,000. Great boat for beginner/budget sailor. Dry hull, teak throughout 9hp LS outboard, Porta-Potti, extra winches, 4 extra sails, including, genoa, 2 jibs, spinnaker. Will send pictures. (209) 499-4746 or doug2205@gmail.com.

27-FT CATALINA 270LE, 1994. Alameda. \$21,500. Desirable model in excellent condition with recent survey. Private cabin, enclosed head, spacious cockpit. Hot water, BBQ, stereo, inboard diesel engine, wheel steering, swim platform, auto steering, Dutchman flaking, genoa, much more! (510) 918-2453.



28-FT LANCER, 1985. San Rafael. \$7,500. Great Bay cruiser for sale, solid keel, shoal draft (4'), Evinrude 9.9hp 2-stroke, starts on first pull. Last sailed Sat. July 13. Includes all equipment necessary to sail, lifejackets, autopilot. (415) 420-8575 or surftruck18@sbcglobal.net.

26-FT J/80, 2000. Huntington Lake, CA. \$33,000. J/80, #384. Fresh water boat. New Quantum jib, new North spinnaker, Quantum main, and many older sails. Tacktick speed, depth and temperature instrumentation, w/trailer. See www.youtube.com/watch?v=q6QVJSHfVc. Contact Daniel@ijcoca.com or (559) 349-0362.

28-FT ALERION EXPRESS. Sausalito. \$70,000 (1/2 of new price). Spinnaker, gennaker, GPS, holding tank, radar, autopilot, all lines led to cockpit, lifelines. "The prettiest girl on the dock." (415) 302-7490.

25-FT CATALINA, 1986. Point Richmond, CA. \$5,800. Fixed keel with tandem wheel trailer. Very clean, both \$5,800. Owner moved up. Many extras, roller reefing, six sets of sails, 4-stroke Johnson recently serviced and well maintained. VHF, whisker pole, boom vang, new head, stainless steel spreader brackets, retro stainless steel backing plates, bow roller upgrade, spare rudder, tiller controller, under-table drawer, swim ladder, all nav lights, two battery kit, holding tanks, bimini top. Email lbrock@sonic.net.

25-FT MACGREGOR, 1979. \$3,000 with engine \$5,900. Trailerable sailboat with swing keel and pop-top. Comes with full batten mainsail, one jib, one 150 genoa, 8hp new Honda electric start motor, charges battery. Sleeps 5. Galley with flip-up table. Contact (650) 704-2517 or artastrin@gmail.com.



28-FT COLUMBIA, 1969. Sausalito. \$5,000. Very clean, well maintained Crealock design. Great liveaboard. Roomy salon, galley, head with holding tank, large V-berth. 6 winches, 2 self-tailing, 4 jibs, good main, ready to sail. Call for more info. (727) 846-2100.



27-FT HUNTER, 2005. Moss Landing. \$37,500. Well-equipped for singlehander: jib and main in-mast furling, all lines aft, wheel steering, autopilot. Yanmar diesel, 230 hrs, folding prop. Aft cabin double berth, V-berth, galley, head. Professionally maintained. Trinidad bottom paint 2011. (831) 334-3630 or jaykay32@yahoo.com.

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. Call Dave for info. Best offer this month takes. (408) 378-3700 or (408) 334-0233 (cell). Email davidperry222@gmail.com.

25 TO 28 FEET

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26-FT MACGREGOR 26X, 2000. Santa Cruz. \$17,000. Very good condition. Suzuki 4-stroke 50hp motor. Mainsail, overlapping jib, genoa, and spinnaker. Includes trailer. Comes with many aftermarket upgrades. Low engine hours. (831) 234-7594 or emery.laurie@gmail.com.

27-FT ERICSON, 1977. San Francisco. \$6,500. Beautifully restored. Rare factory wheel, roller-furling jib, Lazy jacks, bimini, 2-speed winches, all lines back to cockpit. 8hp outboard. New bottom paint. Overall, in very good condition. Contact (415) 810-6474 or (415) 285-8453 or patriciapolen@earthlink.net.



25-FT CATALINA POP-TOP, 1978. Alameda. \$6,500. Nissan 9.9hp electric/pull start, hauled/painted 5/2013, depth, holding tank, 2 mains, 2 jibs, interior upgrade. Very clean, pretty, fun, family boat. Trailerable. (510) 776-0821 or (510) 604-1208 or srt80@live.com.

28-FT ISLANDER BAHAMA, 1982. Antioch. \$17,500. Great Bay or cruising boat - sails like a big boat. Winner 2011 YRA HDA-K Division. Completely overhauled 2008-9. Set up for singlehanded. Teak interior. Well equipped and maintained. Email or call for details and photos: discoverybay2402@sbcglobal.net or (408) 425-5427.

27-FT CATALINA, 1983. CA Delta. \$9,800. This TURNKEY boat is a "must see"... loaded!! Ready to sail away. Very clean. www.flickr.com/photos/19831496@N03. Contact tbcseghi@prodigy.net or call (916) 768-4810 or (916) 853-5805.

29 TO 31 FEET



30-FT PEARSON 303, 1984. Vallejo. \$24,000/obo. Quality built, excellent condition, new bottom paint 3/2013, blister free, roller furling, autopilot, Edson wheel, mast stepped on keel, Yanmar inboard engine, Harken adjustable traveler, shower, teak interior, large V-berth, new head, much more. (707) 252-7135 or rvjohnson1000@comcast.net.



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.



31-FT CUSTOM WYLIE, 1973. Sausalito. \$15,000. *Moonshadow*. Designed by Tom Wylie and still a winning boat. Flush deck. New Ballenger mast 2010, main 2011, jib 2012. Raced singlehanded division 2012 1st overall. Solid boat to safely take you there and back. Simrad VHF, chartplotter, tiller pilot, wireless remote dripless shaft, dodger, LED lights, stove, berths 5. Ready for 2013/14 season. Fresh bottom paint and polish. Recent survey and engine service. Contact (415) 781-8050 or harmon@shragge.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 michelleraymondssf@gmail.com.

30-FT HUNTER, 1979. SF Peninsula Marina. \$6,000/obo. Boat needs some electrical and TLC. Yanmar YSM-12. (650) 728-7672 or wkoer@sbcglobal.net.



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 birds-eye 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, 1981. Stockton Sailing Club. \$15,000. Universal diesel with 400 hours, tall rig, Spinnaker with pole, 3 headsails, new mainsail cover, wheel steering, dodger assembly, a must-see. (209) 481-0448 or d.felkins@sbcglobal.net.

30-FT HENDERSON, 1996. Carmel Valley. \$40,000. *Sea Saw*, North main, Quantum #1, North 2&3, North 2A & 3A spinnakers. In good condition. Sealed wet well. Good road trailer. Win High Sierra or Bay races. Contact (831) 277-1792 or timcordrey@rocketmail.com.

30-FT ISLANDER BAHAMA, 1981. Pt. Richmond, CA - RYC. \$13,900. Nice Islander. Sails nicely. 2 sets of sails, Volvo Penta diesel engine in great shape. New toilet, batteries and sail covers. Sleeps 6. Nicely maintained. (916) 220-9791 or artkhan1@gmail.com.

30-FT BIRD BOAT, 1924. Sausalito. \$18,500. Classic SF Bird Boat, *Mavis* #4. Restored; two sets of sails including spinnaker. Inboard Yanmar engine. Elegant interior. Contact johnfergo21@gmail.com or (415) 891-8244.

32 TO 35 FEET



34-FT EXPRESS, 1988. Richmond Yacht Club. Best reasonable offer. Well maintained, great sails, fast, great sailing boat. Contact c_longaker@sbcglobal.net or (415) 450-1113.



34-FT O'DAY, 1982. Alameda. \$30,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.

32-FT SAMPSON C-MIST. \$5,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

34-FT CATALINA C 34, 1990. Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, bottom painted June 2013. Very clean, well maintained. Email billsailbay47@hotmail.com.



32-FT ISLANDER, 1978. Alameda. \$22,000. New sails, canvas with full cockpit enclosure. New standing rigging, and lifelines. New varnish and cockpit cushions. New interior upholstery. Engine perfect, with new batteries, charger, and alternator. New dripless cutlass shaft seal. Interior in brand new condition with fresh paint, varnish, and carpet. New head and holding tank. New stove/oven. Have survey for boat. Bottom cleaned in May '13. Extra gear not installed: Schaefer roller furling unit (2100 series). Pedestal guard. This boat is ready to sail - no work needed. Really, this boat is perfect. www.flickr.com/photos/75382361@N04. Contact (415) 912-9692 or (415) 271-2429 or leo@leosolomon.com.

33-FT NEWPORT, 1984. San Rafael. \$19,000. Perfect SF Bay boat or live-aboard, six-foot-plus headroom, Universal diesel with 830 hrs, set up for singlehanded sailing, bottom has some small blisters. (415) 717-8520 or (415) 453-7624 or harp5290@gmail.com.

34-FT CAL, 1968. South Beach Harbor, San Francisco, CA. \$8,900. Good condition, Atomic 4 engine, runs and sails great! Call or email for info. (408) 315-4254 or Sullivan_const@yahoo.com.



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33-FT CS (CANADIAN SAILCRAFT), 1981. Alameda. \$22,500. 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. Contact (510) 325-4420 or bradkerstetter@yahoo.com.

32-FT CATALINA 320, 2000. Berkeley. \$64,000. Dodger, new mainsail, roller furling jib, good condition; well maintained within the OCSC fleet. (209) 872-0331 or moody_robort@hotmail.com.



33-FT NORWEST, 1978. Santa Cruz. \$24,000. Recent \$10,000 haulout included brand new upgraded rudder and thru-hulls. Engine professionally serviced: new fuel lines and filters, exhaust elbow, waterlines, pump, new fuel tank. Newer Hodges sails in very good condition. Schaefer furler. New head and holding tank. New batteries and charger. Regular dive service. Transferable monthly berth or will deliver boat anywhere in California. The Norwest 33 is a respected offshore cruiser. Streamlined design exhibits high performance and easy handling characteristics. Contact (831) 207-1556 or Dove_Sailing@yahoo.com.



34-FT PETERSON, 1978. Alameda. \$24,500. Yanmar 36M30F (300 hrs), hard dodger, solar panels, radar, autopilot, lines led aft, GPS, new oven, new holding tank. Too much to list all. Offshore ready. Pictures can be seen on craigslist. (510) 927-7322.



35-FT J/105, 2001. SFYC Belvedere Slip #152. \$89,500. 2001, J/105 #450. Excellent condition, always professionally maintained to the very highest standards. Raced lightly in Friday Nighters, never big class regattas. Fast boat, season winner many times. S&S blue Awlgrip, 2 mains (one 2010 excellent), 3 jibs (one new-2012), 3 kites. B&G Hydra w/ autopilot. Raytheon GPS, Icom VHF. If you're looking for a J/105, you must see this boat before buying anything else. Contact (415) 640-3363 or (415) 341-7787 or pstoneberg@usa.net.



32-FT FUJI, 1977. San Diego. \$27,500. Well loved and cared for, but illness prevents cruising this fall. New sails including staysail and drifter, new dodger, upholstery and electrical, reliable diesel - 800 hours. Priced to sell quickly. <http://sandiego.craigslist.org/csd/boa/3862977666.html>. Contact (202) 680-0091 or (202) 714-2002 or adam.hopps@gmail.com.



34-FT ERICSON, 1987. Alameda. \$48,000. Great condition inside and out with many recent upgrades and extras including Harken winches and roller furling, canvas, color radar/GPS, DSC radio w/remote. See full list and pics on web: www.ericson34.blogspot.com. (530) 320-4055 or frankw.quinn@yahoo.com.

33-FT SPAULDING, 1969. \$19,900. Quick, balanced, designed by Myron Spaulding, highly regarded Bay Area designer and sailor. 9th built with finest materials by talented pattern maker Ivan Davies. More info at http://en.wikipedia.org/wiki/Myron_Spaulding and www.spauldingcenter.org/myron-spaulding.html. Photos at http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU_e2mz-dShDw. Email jonah_ward@hotmail.com.



35-FT SANTANA, 1980. South Beach Marina. \$7,500/obo. Fully equipped, new sails 2011, new lines 2012. New bottom paint 2012. Includes spinnaker and running rig, life jackets and spares. Owned and pampered for 13 years, she has given us endless joy and logged hundreds of incident-free trips on the Bay and beyond. If interested we can arrange for a trial sail and let her sell herself. Check her out. Price negotiable. (415) 378-5397 or crispin.barker@comcast.net.



33-FT S2 10.3, 1983. Marina del Rey. \$35,000. Fast, comfortable, and inexpensive (fits in 30-ft slips) racer/cruiser. PHRF 117 with rod rigging, below decks autopilot, refrigeration, pressurized hot water, oven, flat screen and 7 sails! Yanmar diesel. Bottom painted June 2012. (310) 463-8406.



32-FT PEARSON VANGUARD, 1966. Alamitos Bay. \$11,500. Custom teak interior, newly upholstered cushions throughout the boat, new rigging and mast rebuilt by Sea Tek, bottom paint, hull painted April 2011. Roller furling, Autohelm tiller master, VHF radio, Loran, AM/FM radio/CD player. Under 300 hours on Atomic 4 rebuilt by Terry Brown. (714) 960-6489 or (714) 270-3046 or j.j.weddle@gmail.com.

ERICSON 35 MK II, 1977. Richmond YC. \$39,000. Bruce King design. Loved, well maintained and upgraded. Sleeps 5, wheel/tiller steering, Yanmar diesel (280 hours). Separate engine battery. Lots of detailed info and photos on website: www.ericson351977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.

32.5-FT PEARSON VANGUARD, 1965. Berkeley Marina. \$9,000. Great classic cruising sloop. Call Stan, (510) 978-2793.



35-FT HINCKLEY PILOT YAWL, 1966. SFYC. \$70,000. *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. 8-ft Avon inflatable, Honda outboard. More at <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.

36 TO 39 FEET



36-FT CS, 1984. Brisbane Marina. \$57,000. This remarkable performance cruiser was designed by Ray Wall of Camper and Nicholson's and built in Canada by Canadian Sailcraft. *Wind Dancer* was recently hauled, has new standing rigging and a rebuilt 33hp Westerbeke diesel. Original owner. Ordered direct from factory in 1984 with numerous upgrades. Equipment includes autopilot, B&G instruments, Technautics freezer/fridge, Isotherm water heater, Force 10 stove, inverter/charger, dodger, 9 Lewmar winches, Harken furler, 3-blade prop, extensive ground tackle, and more. (650) 333-0005 or jallan@sdrvusa.com.

36-FT ISLANDER, 1979. Sausalito Yacht Harbor. \$35,000. Great family boat for SF Bay. Well maintained, lightly sailed. Westerbeke L-25 diesel, autopilot, Avon dinghy, newer Hood mainsail. Genoa, spinnaker pole, new head. (707) 255-5649 or (707) 337-1583.

39-FT YAWL, 1956. Deer Harbor, Washington. \$38,000. Classic, custom built by Luders, cold molded, epoxy and Dynel on hull. Completely renovated and upgraded 1999, 90hp diesel engine. Featured in Sports Illustrated 1957. Ready to cruise the Pacific Northwest. (360) 376-3118 or brusun74@hotmail.com.

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38-FT FREEDOM, 1990. Santa Barbara. \$59,900. Performance Cruiser built by Tiltson Pearson. Full galley, head, exterior/interior showers. Beautiful teak interior w/ two cozy cabins. Pedestal/bulkhead mounted wind instruments, depth sounder, GPS. Electronic windlass, two Fortress anchors, 150+ feet of chain. Epoxy primed and painted with Flag Blue Awlgrip LPU (2012). Yanmar 27hp overhauled (2013). Fresh bottom paint (2013). Four sails, including self-tacking jib (Hoyt boom) and self-gybing spinnaker. Designed for shorthanded cruising. Offered by original owners. Email rrwales@gmail.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.

38-FT CATALINA. South Beach Harbor. \$49,000. Hull #110, original owner. All Bariat winches, including Bariat 32, three-speed self-tailing. Extensive suit of racing sails, including 3/4 oz and 1 1/2 oz spinnakers and fully battened main with lazy jacks. Pedestal mounted wind instruments, knot meter, 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.

37-FT CREALOCK, 1979. Monterey. \$41,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. More at www.crealock37forsale.com. Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



38-FT CATALINA 380, 2000. Marina Village. \$117,500. Well maintained in beautiful condition. Deep keel, tall rig, all electronics, microwave, inverter, new batteries '12, new bottom '11, Westerbeke 40hp, 515 hrs, prof. serviced, beautiful interior, 6'9" headroom, Queen aft cabin. More at <http://catalina380bonneviuedeux.shutterfly.com>. Contact (408) 828-0837 or billsails2@yahoo.com.



37-FT ISLANDER, 1968. Berkeley, CA. \$31,000. Great condition, proven quality classic, 2nd owner, professionally maintained, cruise or live aboard, Universal diesel, numerous upgrades. Bottom done at KKMI - 11/2012, roller furling jib, wheel steering plus original tiller. (510) 253-3044 or (510) 899-6118.



39-FT DUFOUR, 1995. Marina del Rey, California. \$64,000. German Frers design, 3 cabin, 1 head, dodger, bimini, roller furling, lazy jacks with sail bag, wing keel, dip pole, rigged for singlehanded. Fridge/freezer, stove, 10-ft Achilles. (310) 749-9453 or Fred@Soelter.us.

38-FT MORGAN CATALINA. Center Cockpit, 1993. Oyster Cove Marina, South San Francisco. \$73,900. Westerbeke 38hp, 5KW generator, in-mast furling, Sabot dinghy w/mast/sails, davits, Adler-Barbour refrigerator/freezer, dodger, bimini, Heart inverter/charger, tri-data, autopilot, GPS/chart, 2 VHF radios, 2 electric 1-man bilge pumps, NEW: Furuno radar, flat screen TV w/DVD player, 2 electric heads, 3 batteries, Force 10 stove, manuals for everything. www.flickr.com/photos/94452881@N08. Contact (415) 515-9210 or karlrech@yahoo.com.



38-FT HUNTER 380, 2001. San Diego. \$129,000. Outfitted for extended cruising in 2012. 20gph watermaker, Honda generator, 300w solar, autopilot, radar, dinghy, VacuFlush head, low hours, electric windlass, LED, spares. Bottom paint 2013. 100-ton captains/owners can train/deliver. More at <http://pacificsailors.com>. Contact (619) 537-6760 or info@pacificsailors.com.

39-FT CAL. Long Beach, CA. \$49,000. Excellent condition, new roller furl, 24 mile radar, inverter, AM/FM stereo/CD, new VHF radio/GPS, chartplotter/GPS, LP gas stove/oven, dodger/bimini, new bottom paint '11, LP mast, head, water heater, hot and cold shower, refrigeration, 50hp diesel, autopilot, full wind/speed instruments. New hydraulic backstay, large solar panel, lazy jacks, 8-1 engine hoist, new golf cart and starting batteries, 2 anchors and chain/rode, great sail inventory. All standing rigging replaced in last 4 years. (562) 607-7310.



36-FT SCHUMACHER, 1989. Paradise Cay. \$45,000. *National Biscuit*. Located in Paradise Cay. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple spreader fractional rig. Contact: (415) 271-2722.



38-FT CATALINA 380, 1997. Sausalito. \$95,000. Cruising World's 'Boat of the Year' award, best mid-size cruiser. Walk-around queen aft cabin and separate walk-in shower. 42hp Westerbeke diesel, cruising spinnaker, new StackPack mainsail cover. Sausalito slip available. Contact 1997catalina380@gmail.com or (775) 790-4463.

39-FT FREYA, 1978. Berkeley Marina. \$70,000. Very clean, 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. (510) 917-5229 or dalydolphin@aol.com.



36-FT LAPWORTH. Full keel sloop. 1957. San Rafael. \$42,077. Ready to continue winning races, cruise, live aboard (headroom). Recent haulout; Over \$12k restoration. Taking best offer before I move to NYC. See <http://l-36.com>. Email demickhensman@gmail.com for pics/specs/videos/new marine surveys. (310) 874-3727.

40 TO 50 FEET



47-FT BENETEAU 473, 2002. Westport Harbor-Redwood City. \$220,000. Excellent condition. 2-cabin model, Panda generator, heat/AC, 5'6" draft, Cherry wood interior, bow thruster, MaxProp, electric winches, radar, etc. (415) 613-2843 or MarbleLaw@me.com.

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.



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

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IRWIN 46 MK III SLOOP, 1988. South Beach Harbor, SF. \$79,500. Rare deep draft (6-6) fin keel. Low engine hours, never raced. Priced for quick sale. Check <http://irwinyachts.com> for specs. Contact (408) 505-9328 or (951) 244-1116. or tenrightca2544@yahoo.com.



48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. More at <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.com.

47-FT SAMSON KETCH. Costa Mesa. Nearly completed, bluewater Samson 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 VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. *S/V Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.



41-FT FORMOSA YANKEE CLIPPER. 1978. San Pedro. \$59,000. 47', 12.5' beam. Rebuilt Perkins 4108 <200 hours, Kemp Seldon Spars internal halyards-3/8" with Stalok fittings. Stainless steel water tanks, aluminum fuel tank, large cradled liferaft, SSB radio, Comnav autopilot, separate shower, full Pullman berth, U-shaped galley, double sink, Seaward stove, two refrigerators, watermaker, electric toilet, dodger and bimini, Isotherm water heater, Achilles dinghy, additional upgrades. Available 8/6/13. Beautiful boat. (562) 833-1800 or sequoia79@msn.com.



44-FT MILLER MARINE, 1981. San Rafael. \$125,000. Comfortable, fast cruiser ready for Mexico. Bainbridge Island shipwrights, custom teak interior, Perkins 85hp, solar, davits, great condition. Veteran of Mexico, Panama, Alaska. Winner, Oregon Offshore Race to Victoria BC. www.YachtContessa.com. Contact (707) 303-6330 or Bob@SkyeYachts.com.



CATALINA 42 MK II, 2002. Friday Harbor, WA. \$169,000. Pristine condition, meticulously maintained, and ready to go cruising. *S/V Ma'alahi* was ready to set sail north to Alaska this summer. Divorce forces sale. More at <http://CatalinaSailboatForSale.blogspot.com>. Call (360) 370-5976.

43-FT J/130, 1994. Oceanside, CA. Best offer. Performance racer/cruiser in excellent condition. Carbon mast, Yanmar 47 turbo, race, cruise inventory, wireless TackTicks. Watermaker, solar, 400 amp battery bank, windlass, sun canvas, anchors, slip. Photos: <http://s1322.photobucket.com/albums/u579/siroccoJ130>. Contact (760) 519-9863 or leepryor@cox.net.



40-FT CAL SHAMAN, 1966. Alameda, CA. \$98,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or shorthanded, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Must be seen. Complete specs on blog: www.sailblogs.com/member/cal40shaman. Contact (415) 725-9581 or swaterloo@gmail.com.

40-FT CHEOY LEE OFFSHORE, 1972. Monterey, CA. \$15,000/obo. Bargain beauty. Solid FG, aluminum mast, Perkins 4-108, 100 gal. water/fuel, OK teak decks, Sabot dinghy. Medium project with many new extras ready to install. Must sell, cash only. Contact (831) 238-7567 or alohasperdy@outlook.com.



46-FT KELLY PETERSON, 1982. Morro Bay, CA. \$159,000. Stretch/upgraded version of the Peterson 44. Built to highest standards by Jack Kelly Yachts. Teak interior. Fully enclosed cockpit w/fiberglass dodger. Fiberglass decks. Solar panels, wind generator, genset, watermaker, separate freezer, 2 autopilots, Raymarine electronics, heavy ground tackle, ample SS tankage, furling jib and staysail, electric main, gennaker. Custom deck box for SCUBA compressor and gear. Cruise ready. Latest survey put replacement cost at \$545k. (408) 710-0693 or (805) 459-1909 or eddiekamp@sbcglobal.net.



40-FT KAURI WARWICK. (one-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details, go to house website below. More at www.americankiwihome.com. Email neptune@ecentral.com. 150A Beach Road, Onerahi-Whangarei, 0110. New Zealand.



43-FT MAURITIUS. Fiberglass ketch, 1989. Morro Bay. \$70,000. Bruce Roberts center cockpit, aft cabin ketch. In-mast furling w/new sails. Norseman terminals, Lewmar winches and Vetus windlass. Fully equipped, strong and seaworthy family cruiser. Recent survey. Reasonable offers considered. (805) 674-0678 or CAPTJJ@charter.net.



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.



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.



46-FT FS FORD CUTTER/SLOOP. *Califia*, 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 *Califia* on http://Yacht_World.com for photos. Owners TFO. www.mazmarine.com. Email kd6pgz@aol.com.



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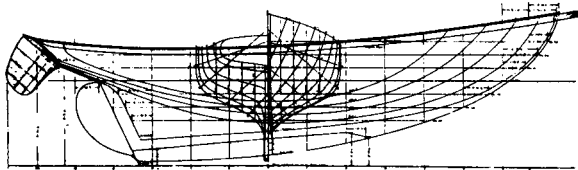
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46-FT FARR, 1985. Seattle. \$199,000. Original owner, fast cruiser, frac rig, mid-ship cockpit, Perkins 4-108, fully equipped for coastal and offshore - including radar, AIS, SSB, inverter, watermaker. Call or email for photos and specs. (360) 471-4540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



46-FT LIBERTY 458, 1983. Stockton. \$160,000. *Charissa* is for sale and ready to go. Just returned after 7-year stay in Puerto Vallarta, Mexico where she proved herself to be a very competitive cruiser. 1 of 30, large salon, two-cabin with great den layout. Perkins diesel, center cockpit with large aft deck. Well maintained inside and out. Solar panels. Wind gen. Dinghy with outboard. Cockpit enclosure and full boat cover. She is a must-see. (209) 481-4782 or tjones2451@yahoo.com.



47-FT 473 BENEATEAU, 2006. Marina Village, Alameda, CA. \$260,000. Cruise ready. White hull. Deep keel. Teak decks, 3-cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, cherry wood interior, bow thruster. Much more. Contact (530) 545-9540 or jmbtahoe@yahoo.com.

41-FT MORGAN OUT ISLAND, 1972. Marina del Rey. \$59,500. Offers considered. Sloop/cutter, center cockpit refurbished. 50hp Yanmar diesel (100 hours), radar, Icom 710, watermaker, 5 sails. For pictures, go to: www.yachtsoffered.com, then listing 1291754. (661) 548-6603 or (661) 388-7670 or hwolthuis@juno.com.

47-FT CATALINA, \$264,500. 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, Auto-prop, Much more. See <http://adream2sail.publishpath.com>. Call (916) 607-9026.



45-FT FASTNET 45, 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.



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, sea kindly. Berthed Pier 39 Marina. Email challengesea@yahoo.com.



50-FT KANTER, 1989. Sausalito. \$200,000. 50-ft steel ketch, Ted Brewer design, round chine, Isuzu diesel, Northern Light generator, dual Wagner hydraulic steering stations, electric compasses, inverters, flow-through water heaters and refrigeration systems. Comnav hydraulic autopilot, Spectra watermaker, hydraulic and electric bilge pumps, fuel transfer pump, VHF, SSB and Ham radio. Bomar hatches, stainless and bronze ports, hydraulic windlass, self-tailing winches, excellent sail inventory and much more. Sleeps at least 7 comfortably, (3 state-rooms). Excellent cruising/liveaboard yacht. She has made it south of the equator and back with many more local trips. Can be crewed by two comfortably. (415) 331-4438 or ssq3131@yahoo.com.

41-FT CT WORLD CRUISING KETCH. 1977. La Paz, Mexico. \$80,000. Seller very motivated, make reasonable offer. Over \$250,000 invested, tons of new equipment, own for fraction of replacement value. More at www.yachtsoffered.com/listing.php?yacht_id=188. Email for complete specs, refit list, pictures and recent survey: jfullerpa@hotmail.com.

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47-FT SKOOKUM, 1974. Santa Cruz, CA. \$82,000. Just returned from Patagonia and the South Pacific Islands. A well respected, full keeled, heavy displacement cruising yacht with lots of character. All needed for cruising is here. Must see to appreciate. Contact (831) 334-5832 or captainstevphilips@yahoo.com.



44-FT KELLY PETERSON, 1977. Daytona Beach, FL. \$95,000. After many years of great sailing, health issues are making it necessary to swallow the anchor. She is better than new after most systems have been addressed, rebuilt or replaced. Perkins 90hp engine/rebuilt, standing rigging/new, fuel and water tanks/new, interior settees, cushions, headliner/new, ground tackle, Maxwell windlass/new and rebuilt, \$4000 inverter charger/new, rebuilt holding tank/new odorless hoses and pumps, 10-ft Avon RIB and zero time Suzuki 6hp engine. All spares, tools and safety gear including scuba equipment and 50' hose. She only needs provisioning and the world is yours with beauty, safety and speed. She's been our magic carpet to the world. All serious offers considered, it's your turn! Inquiries: www.grace44.com. (702) 767-8323 or jking38701@aol.com.



50-FT FD-12, 1981. Sea of Cortez. \$130,000. Limited time summer special price: \$130k. The opportunity to purchase this superb bluewater cruiser directly from the owners at this bottom line price expires 9/30/13. *Daydreamer* is an unsinkable 50ft FD-12, cutter-rigged and of medium displacement with long fin keel and skeg-hung rudder. Her 2 staterooms forward and master stateroom aft provide excellent separation and privacy when visitors are aboard. The pilothouse with spacious nav station and huge galley make for easy navigation and cooking and pleasant watches during inclement weather. Critical systems have designed-in redundancy for fail-safe reliability. Full info and contact details at www.svdaydreamer.com or call (928) 227-0697.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. Contact (650) 716-4548 or leluya123@gmail.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 amjohn@sbcglobal.net or (530) 318-0730.



40-FT J/120, 2001. San Francisco. Very clean and well maintained 2001 J/120. Extensive Quantum race sail inventory, lightly used, full B&G instrumentation including GPS interface, Yanmar diesel, plus much more... (650) 363-1390 or (650) 722-2389 or richferrari@yahoo.com.



46-FT IRWIN. Center-cockpit ketch, 1982. San Rafael. \$82,870. Spacious cruiser/liveaboard, 3 cabins, sleeps 8, easy for crew of 2. Perkins diesel, 62hp. Recent haulout, over \$50k restoration. Taking best offer before I move to NYC. <http://ourethos.wordpress.com>. Contact derrickhensman@gmail.com or (310) 874-3727.



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 sea kindly; 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 bnrldtadreamer@aol.com.

51 FEET & OVER



53-FT SKOOKUM KETCH, 1977. Richmond. \$135,000. Former fishing vessel. Gear removed and fishhold converted to quarters. Detroit 4-71 with 9000 hours. 2000 gallons fuel. Great as bluewater cruiser, dive charter, liveaboard. Full electronics albeit somewhat dated. Strong seaworthiness reputation. Email evtogo@aol.com.



58-FT STEEL PILOTHOUSE. Expedition Sailing Ketch, 1999. Malaysia. \$750,000. Steel world cruiser, fully hydraulic. Includes lifting keel and rudder, bow thruster, windlass, winches, new sails. Quality boat. Cash or trade for quality real estate. More at <http://apolloeduck.net/279408>. Contact (+60) 112-686-6453, (+60) 14-672-5741 or brentmobile@yahoo.com.



62-FT CUSTOM AL MASON. Salthouse NZ, 1985. Virginia. *Marnie*. Awesome head-turning ketch, just completed doublehanded circumnavigation. Always maintained to highest standard and I would know after being her servant for 15 years. Extremely safe, comfortable, fast cruising vessel. Al Mason's last design commissioned for Don Dalziel for family cruising. Solidly built of triple planked kauri and epoxy. This 38-ton ketch is a "go anywhere" vessel. Half model in new bar at St. Francis YC. (757) 971-1811 or sailmarnie@yahoo.com.

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58-FT STAYSAIL SCHOONER. 1925. Port Townsend, WA. \$159,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak on oak. See more at www.schoonersforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.

25-FT VERTUE, 1957. Sausalito. Best offer. Cheoy Lee Vertue 88. Substantially original, new Brunzeel deck, recently rigged, needs cosmetics. Best offer. Contact intrepidmarine@sbcglobal.net or (415) 559-3117.

MULTIHULLS

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.



56-FT KETCH-RIGGED. Large Motor-Sailer Catamaran, Vallejo, CA. \$30,000. *Baja*. Two Ford Lehman 80hp diesel engines, two Mercedes-Benz diesel engine-run generators (12 KVA; 18 KVA). Multiple layers of fiberglass over marine plywood. Large mainsail, mizzen, two furling jibs and spinnaker. Interior 800-SF makes for spacious liveaboard: four bedrooms, large living room and combo kitchen/dining room. Built by European craftsman. Launched 1972. Great cruising boat on ocean and rivers. Shallow draft - 3 feet. Mechanical and electrical skills recommended to operate this vessel. Age and medical condition of owner require selling boat. Call for more info, (707) 446-1682.



30-FT PIVER NIMBLE TRIMARAN. Emeryville, CA. \$8,000. Piver 30 for sale in the Emeryville Marina at end of F dock. Has a 9.9 Yamaha outboard motor with low hours. Buyer has option to transfer slip and keep at marina. (415) 717-3707 or missdaisypie@gmail.com.



24-FT PIVER NUGGET, 1964. Santa Cruz Harbor. \$3,500. Great little tri needs a new family. She is in excellent shape. Fully sound glass over ply. Recent "frame-off" restoration. Relaunched in 2011. See on inside tie at SC Harbor, gangway M. (831) 332-7454 or nkising@pacbell.net.



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25-FT C-DORY, 2008. Tiburon, CA. \$45,000. Honda 150hp, 130hrs. Fuel 100gals, water 60gals, 30 amp shore power. Battery charger. Toilet, hot water, shower. GPS. Wallace diesel stove and heater. Contact sfergu@comcast.net or (415) 332-0368.



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50-FT EX-US NAVY LIBERTY.

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38-FT CHAMBERLIN CAT, 1992.

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22-FT CHRIS CRAFT, 1966. Sonora, CA. \$20,000/obo. Beautiful, fast, fun, safe Bay boat! Wood hull glassed to waterline (no leaks). 285hp Ford 351 V8. Custom DHL galvi trailer included. Lots of pics and info. (209) 404-8733 or (209) 586-8733 or oldgrowth@sbcglobal.net.



36-FT HERITAGE SUNDECK TRAWLER. 2001. Alameda, CA. Aeolian Yacht Club. \$169,000. 2001 Heritage, bought new in 2003, one owner, like new, less than 500 hours on Cummins 210hp diesel. Many upgrades and improvements. Hull painted in Dec 2012. One of the largest interiors on the market. Two staterooms, aft master cabin w/walk-around bed, 2 heads. Lavish teak cabinetry. Two-station autopilot, side power bow thruster, heater. Electronics: GPS, 2 radios, sonar, radar and plotter. More at <http://otter.lyracl.com>. Contact (510) 658-1190, (510) 305-7985 or mcdavidsr@aol.com.

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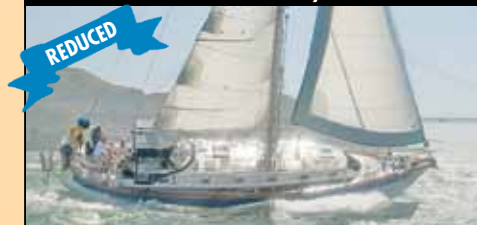
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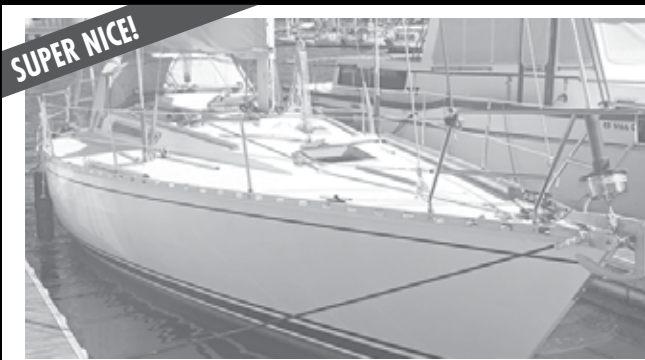
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