

Latitude 38

Latitude 38

VOLUME 420 June 2012

WE GO WHERE THE WIND BLOWS



JUNE 2012

VOLUME 420



INVITATION *to* GRAND MARINA and the Estuary Stroll

Join Grand Marina for Summer Sailstice and the Estuary Stroll

Clockwise sail on June 23 • 2:00 p.m. aerial photo of all boats under sail

Return to Grand Marina guest slip for Summer Sailstice celebrations at nearby Encinal YC

Reserve your slip today – for the night or for the season!

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location at the heart of the beautiful Alameda Island
- Complete bathroom and shower facility, heated and tiled
- FREE pump out station open 24/7
- Full Service Marine Center and haul out facility
- Free parking
- Free WiFi on site!
- And much more...

DIRECTORY of GRAND MARINA TENANTS

Blue Pelican Marine.....	146
Boat Yard at Grand Marina, The	8
Marchal Sailmakers	148
New Era Yachts	149
Pacific Crest Canvas.....	40
Pacific Yacht Imports	
UK-Halsey Sailmakers	

www.grandmarina.com



GRAND MARINA

ANDERSON-ENCINAL

(510) 865-1200

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

Happy Birthday

PHOTO ROY TENNANT/WWW.ROYTENNANT.COM



This year marks the 90th birthday of the Bird Boat class, the oldest one design class on San Francisco Bay.

Bill Claussen, sailing *Curlew*, the oldest Bird in existence and, fully Powered by Pineapple Sails, has placed first in seven of his last nine races, including the Bird Class Perpetual Trophy for 2011.

At 39 years (no spring chicken ourselves, speaking of birds!), Pineapple Sails has the depth of experience and expertise to tailor sails to boats old and new, classic and modern, race and cruise. We use the highest quality materials and workmanship to build your sails to maximize both performance and durability. And we build them from start to finish right here in sunny Alameda.

For the perfect match for your boat, give us a call.

*Curlew**

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at:
West Marine in Oakland, Alameda, or Richmond.

*Powered by Pineapples



PINEAPPLE SAILS

Phone (510) 522-2200

Fax (510) 522-7700

www.pineapplesails.com

2526 Blanding Ave., Alameda, California 94501

BOAT LOANS

from



Trident Funding

"a fresh approach
from people
you can trust"



In Northern California call
JOAN BURLEIGH
(800) 690-7770

In Southern California call
JEFF LONG
(888) 883-8634

www.tridentfunding.com

CONTENTS

subscriptions	6
calendar	8
letters	20
sightings	62
great vallejo race	76
el salvador rally	82
boatyard tour	90
sausalito beer cans	96
solo transpac preview	100
max ebb is breaking point	106
the racing sheet	110
world of chartering	118
changes in latitudes	124
classy classifieds	140
advertisers' index	149
brokerage	149

Cover: Railriders hang on tight as the *J/24 Flight* bashes to weather in wind-blown chop during the Elite Keel Regatta.

Photo by Jeff Zarwell

Copyright 2012 Latitude 38 Publishing, LLC

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

SELECT BROKERAGE



40' Beneteau, 2008 \$185,000



38' Island Packet 380, 1999 \$228,000



50' Gulfstar, 1977 \$149,500



32' Beneteau 323, 2007 \$84,500

SAIL

50' Gulfstar	1977	149,500
47' Beneteau 473	2005	235,000
46' Island Packet 465	2008	Pending
45' Island Packet	1998	229,000
44' Spencer S-1330	1976	111,000
41' Dehler DS	1998	169,900
41' Newport	1983	50,000
41' Tartan 4100	2004	345,000
40' Beneteau	2009	199,000
40' Beneteau	2008	185,000
39' Beneteau 393	2007	149,500
38' Beneteau Moorings	1991	49,500
38' Island Packet 38	1993	SOLD!
38' Island Packet 380	1999	228,000
38' Hunter 380	2000	Pending
38' Ericson 38-200	1988	69,000
37' Beneteau 373	2005	118,500
37' Island Packet 370 cutter	2004	288,000
37' Irwin center cockpit	1976	41,900
37' Pacific Seacraft yawl	1984	119,000
36' Beneteau 361	2000	94,950
36' Hunter sloop	2004	110,000
36' Islander	1972	Pending
36' Islander	1977	40,950
36' Islander	1978	37,950
36' Pearson 36-II	1985	57,900
35' C&C MkII	1983	44,500
34' C&B Marine Tiffany Jayne	1982	29,000
33' Yamaha	1979	19,000
32' Beneteau 321	2000	79,000
32' J/32	1997	79,000
32' Valiant	1977	38,550
32' Westsail	1976	64,400
31' Island Packet	1988	59,500
28' Alerion Express	2002	87,000
24' Corsair Sprint 750	2008	55,000

POWER

61' Mikelson SFPH	2002	990,000
53' Navigator CPMY	1998	249,000
42' Californian aft cabin MY	1987	92,500
29' Shamrock 290 walkaround	2003	120,000

Get Results by Listing With Us!

1220 Brickyard Cove Rd
Pt. Richmond, CA
p: 510-236-2633
f: 510-234-0118
www.passageyachts.com

We change the way people have fun.

Limited Edition
Equipment
Packages for
unlimited savings,
fun and comfort

...on a new Beneteau 31, 34 or 37



Every once in a while, an opportunity arrives that is a once-in-a-lifetime chance. The LTD Edition Series packages are such an opportunity to have a beautifully equipped 31, 34, or 37 at unbelievable savings! Package includes: Pearl Grey gelcoat hull, Ultrasuede cushions, electric windlass, autopilot, and full Simrad electronics, gennaker gear, Corian countertops, interior decor pack and more! **CALL FOR PRICING!**

Richmond Yacht Club Wednesday Night Beer Can Races

Please join us!
We're sailing on
June 6, 20, 27

First 30

Call or email to sign up for
a sail and a beer with us!
(510) 236-2633
sales@passageyachts.com



Beneteau Oceanis 31 34 37 41 45 50 54 58 First 30 35 40 45

Get onboard with the Club Passage Sailing Club

A unique, exclusive fractional ownership program for owners and members

Boat Owners: Looking for income to offset ownership but not the "bumper boat" charter experience?

- Have a professionally maintained boat with our exclusive owner Concierge Service.
- Earn income and offset the cost of ownership without the potential tax issues of charter yacht ownership.

Members: Check out this new way of sailing as an "owner":

- Fixed monthly fee that is less than the cost of bareboat chartering.
- Regularly use of the boat.

Memberships available NOW on a new Beneteau 50.
Memberships available July on a new Beneteau 37.
Memberships available August on a new Beneteau 31.
Memberships available October on a new Beneteau 41.

CALL FOR DETAILS!
(510) 236-2633

JUNE CALENDAR

June 9-10

Open Boat Weekend:
Alameda – Join us for a weekend of boat viewing, food and drinks

June 23 Summer Sailstice at Encinal YC:

Get your sailing on and come to Encinal for a full day of waterfront activities, music, food, sailing and contests.



1070 Marina Village Pkwy
Suite #101
Alameda, CA
p: 510-864-3000
f: 510-337-0565

BENETEAU ISLAND PACKET ALERION SWIFT TRAWLER BROKERAGE

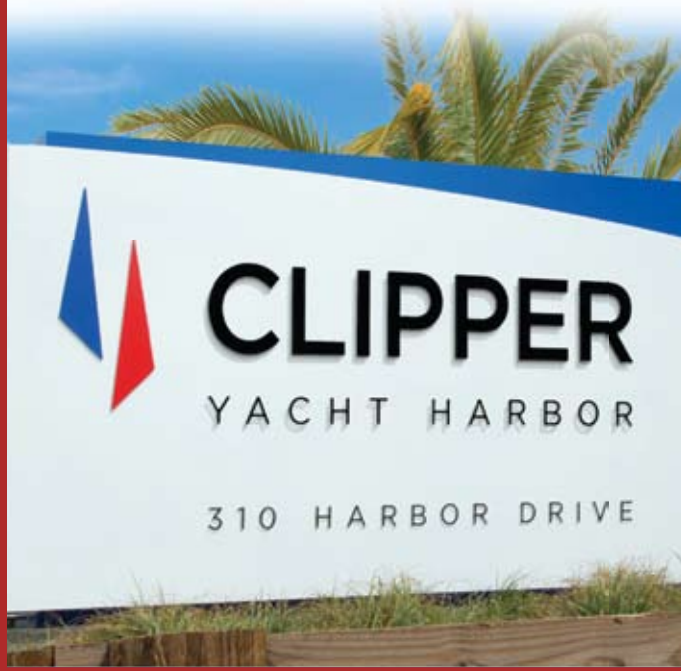
BE OUR GUEST.

For a limited time you can experience the only full-service harbor with the perfect location in Sausalito absolutely FREE.

We are offering a FREE weekend (or 2 nights) for boats up to 60 feet in length.

During your stay at the largest harbor in Sausalito you will discover our numerous on-site businesses, generous parking and the friendly staff that oversees it all.

So be our guest and give us a call at 415 332 3500 or visit our website for more details.



SUBSCRIPTIONS

YOU CAN ALSO GO TO www.latitude38.com TO PAY FOR YOUR SUBSCRIPTION ONLINE

eBooks email list. *Free!*

See www.latitude38.com to download the entire magazine for free! Our eBooks are in PDF format, easy to use with Adobe Reader, and also available in Issuu format.

Email: _____

Please allow 4-6 weeks to process changes/additions, plus delivery time.

Enclosed \$36 for one year Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class; make address changes with us in writing.)

Enclosed \$55 for one year First Class Postage (Delivery time 2-3 days.)

Third Class Renewal First Class Renewal *(current subs. only!)*

Gift Subscription Card to read from: _____

NOTE: FPO/APO (military), Canada, Mexico, and subscriptions going to a correctional facility are first class only. Sorry, no foreign subscriptions.

Name _____

Address _____

City _____ State _____ Zip _____

Phone: () _____ Email: _____

CREDIT CARD INFORMATION Min. Charge \$12	<input type="checkbox"/> MASTERCARD	<input type="checkbox"/> VISA	<input type="checkbox"/> AMERICAN EXPRESS
	Number: _____		Exp.: _____ csv: _____

INDIVIDUAL ISSUE ORDERS Current issue = \$6 ea.

Back Issues = \$7 ea. MONTH/YEAR: _____

DISTRIBUTION

We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

Please send me further information for distribution outside California

Business Name _____ Type of Business _____

Address _____

City _____ State _____ Zip _____

County _____ Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor	Richard Spindler	richard@latitude38.com
Associate Publisher.....	John Arndt.....	john@latitude38.com ext. 108
Managing Editor	Andy Turpin	andy@latitude38.com ext. 112
Editor	LaDonna Bubak	ladonna@latitude38.com ext. 109
Racing Desk	racing@latitude38.com ext. 105
Contributing Editors	John Riise, Paul Kamen	
Advertising Sales	John Arndt.....	john@latitude38.com ext. 108
Advertising Sales	Mike Zwiebach	mikez@latitude38.com ext. 107
General Manager	Colleen Levine	colleen@latitude38.com ext. 102
Production/Web	Christine Weaver	chris@latitude38.com ext. 103
Production/Photos.....	Annie Bates-Winship	annie@latitude38.com ext. 106
Bookkeeping.....	Penny Clayton.....	penny@latitude38.com ext. 101

Directions to our office.....	press 4
Subscriptions.....	press 1,4
Classifieds	class@latitude38.com	press 1,1
Distribution	distribution@latitude38.com	press 1,5
Editorial	editorial@latitude38.com	press 1,6
Calendar	calendar@latitude38.com	
Other email.....	general@latitude38.com	



www.latitude38.com
15 Locust Avenue, Mill Valley, CA 94941
Ph: (415) 383-8200 Fax: (415) 383-5816





**SEE OUR JEANNEAUS
AT SUMMER SAILSTICE
JUNE 23RD, ENCINAL
YACHT CLUB**

WWW.CRUIISINGYACHTS.NET

Dealer for Jeanneau, Hunter & Grand Soleil Yachts
See over 100 new and used yacht listings at www.CruisingYachts.net

At Our Docks

**2012 JEANNEAU 409 & 379
NOW IN STOCK IN THE BAY AREA!**

**GRAND SOLEIL 39' - 54'
PREMIER PERFORMANCE CRUISERS**

**2009 HUNTER 50 CC
Now \$369,000**

**2006 JEANNEAU 49DS
Asking \$359,500**

**2003 BENETEAU 473
Listed at \$237,500**

**2007 HUNTER 44 DS
Make Offer \$195,900**

**2007 JEANNEAU 39i
New Listing \$178,750**

**2007 BENETEAU 373
New Listing \$125,000**

**2000 MOODY 42CC
New Listing! \$197,500**

**1988 BENETEAU 12M
New Listing \$52,250**

**2001 HUNTER 340
Offered at \$74,850**

**2008 HUNTER 45 CC
New Listing \$289,000**

**2004 HUNTER 420
New Listing \$179,900**

**2008 JEANNEAU 36i
Offered at \$139,000**

California's largest used yacht broker with 6 waterfront locations.

**San Diego
(619) 681-0633
Newport Beach
(949) 650-7245**

**Alameda
(510) 521-1327
Sausalito
(415) 332-3181**

**Marina del Rey
(310) 822-9400
Oxnard
(805) 791-2082**

THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"



IT'S SIMPLE!

Call The Boat Yard at Grand Marina
for the Lowest Bottom Prices!

~ COMPARE US WITH THE COMPETITION ~



- Prop and Shaft Work
- Mast & Rigging Repair
- Fiberglass & Blister Repair
- Gelcoat Repair
- Gas & Diesel Engine Service
- LPU Hull & Topside
- Electrical Repair & Installation

The only yard to brush on your bottom paint!



CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

Located at Grand Marina
2021 Alaska Packer Place, Alameda

www.boatyardgm.com

CALENDAR

Non-Race

June 2 — Chantey Sing-a-Long aboard *Balclutha* at Hyde St. Pier, 8 p.m.-12 a.m. Dress warmly and bring a mug for hot cider. Free. RSVP at (415) 561-7171.

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

June 2 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 2 — Call of the Sea Fundraiser for Youth Sailing at the Bay Model in Sausalito, 4-7 p.m. \$30 (\$15 for kids 6-20, under 6 free). Party and sunset sail, \$75 (\$40 kids). Buy tickets in advance for the sail at www.callofthesea.org.

June 2, 9 — Two-day Weekend Navigator I course by USCGA 12-1 at Oakland YC, 9 a.m.-1 p.m. \$50. Info, (510) 601-6239 or nancy@windwave.com.

June 3 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

June 4 — Go sailing under a full moon on Monday night.

June 6 — Forecasting Marine Weather by NOAA's Larry Smith at Corinthian YC, 6:30 p.m. Free but RSVP required. Co-hosted by Modern Sailing School & Club. Info, (415) 435-4771 or www.cyc.org.

June 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

June 7 — Youth on the Water Symposium at the Bay Model in Sausalito, 11 a.m.-8:30 p.m. Take action to get under-served youth sailing on the Bay, featuring Nick Hayes, Kimball Livingston, Kame Richards and others. \$30 (free after 6 p.m.). Info, www.sfsailing.org/symposium.

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

June 9 — National Marina Day celebration at King Island Resort in Stockton, 9 a.m.-5 p.m. Free. BBQ, petting zoo, bouncy house and live music! Info, (209) 951-2188.

June 14 — Hoist your ensign on Flag Day!

June 14 — Singlehanded TransPac final race seminar 'Weather & Strategy' at Oakland YC, 7 p.m. Free and open to the public. Info, www.singlehandedtranspac.com.

June 14 — Are you a single boatowner and need crew? We have crew to help sail your boat. Single Sailors Association monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

June 16 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3-3:45 p.m. \$5 (under 16 free). Info, (415) 447-5000.

June 16-17 — Inaugural Channel Islands Marinafest at Channel Islands Marina. Check out new and used boats, family activities, vendor and food booths, boat rides and more! Free! Info, www.ci-boatshow.com or (805) 984-3366.

June 17, 1851 — The schooner *America*, which would go on to defeat a fleet of English yachts off the Isle of Wight later that summer, was registered in New York.

June 17 — Let Dad take the helm today.

June 17 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 20 — Fight the Wednesday blues by going sailing on the solstice!

FARALLONE YACHT SALES



Catalina 445

Summer boating season starts NOW! Let us get you out on the water – we're the exclusive Northern California dealer for Catalina and Tartan sailing yachts and the exclusive California dealer for trailerable Cutwater Boats and Ranger Tugs. Visit www.faralloneyachts.com for details.



Join us for the 2:00 Estuary Stroll

OPEN BOAT WEEKEND JUNE 9-10 • BOATS ARE SELLING! LIST WITH US!



1966 CHEOY LEE 66 OCEAN TRAWLER
Soppressa \$599,500



2004 CATALINA 42 *Third Wish* \$195,000



2010 RANGER 25SC *Mary Beth* \$144,500

New Catalina Yachts in Stock

Catalina 355, 2011.....	SOLD!
Preowned Catalina Yachts at Our Docks	
Catalina 470, 2006.....	\$329,500
Catalina 470, 1999.....	MOTIVATED SELLER! 195,000
Catalina 42 MkII, 2004.....	NEW LISTING! 195,000
Catalina 42 MkII, 1995.....	129,000
Catalina 42 MkII, 2001.....	164,000
Catalina 42 MkII, 1995.....	129,000
Catalina 42 MkI, 1993.....	NEW LISTING! 118,000
Catalina 42, 1989.....	REDUCED! 91,000
Catalina 400, 2001.....	NEW LISTING! 170,000
Catalina 400, 1995.....	160,000
Catalina 380, 2000.....	141,000
Catalina 36 MkII, 2001.....	98,500

Catalina 36, 1995.....	NEW LISTING! 75,000
Catalina 36, 1989.....	53,900
Catalina 36, 1984.....	NEW LISTING! 57,750
Catalina 36, 1983.....	NEW LISTING! 54,900
Catalina 350, 2005.....	129,900
Catalina 34, 1989.....	47,500
Catalina 30, 1984.....	SOLD!
Catalina 30, 1984.....	26,000
Preowned Sailing Yachts at Our Docks	
Norseman 447, 1984.....	NEW LISTING! 229,000
Moody 42 DS, 2001.....	249,000
Gary Mull Custom 42, 1990.....	NEW LISTING! 109,000
Tartan 4100, 2004.....	345,000
C&C 41, 1984.....	57,500
Morgan 381 Center Cockpit, 1994.....	118,000
C&C 38, 1979.....	45,000
Beneteau Oceanis 373, 2005.....	SOLD!
Islander 36, 1979.....	30,000
Pearson 34, 1984.....	NEW LISTING! 47,500

Tartan 33, 1982.....	42,000
Hunter 310, 2007.....	79,900
New Ranger Tugs (base price)	
Ranger 31 Tug, 2012.....	NEW MODEL! 279,937
Ranger 29, 2013.....	NEW MODEL YEAR! 229,937
Ranger 27 Tug, 2012.....	NEW MODEL YEAR! 159,937
Ranger 25SC, 2012.....	FISHERMAN'S PKG! 129,937
Ranger 21-EC Tug, 2011.....	49,937
New Cutwater Boats in Stock (base price)	
Cutwater 28, 2012.....	NEW MODEL! 169,937
Cutwater 26, 2012.....	NEW MODEL! 139,937
Preowned Ranger Tugs at Our Docks	
Ranger 25SC Tug, 2010.....	NEW LISTING! 144,500
Ranger 25 Tug, 2009.....	LET'S MAKE A DEAL! 121,900
Ranger 25 Tug, 2008.....	110,000
Preowned Power Yachts	
Cheoy Lee 66 Ocean Trawler, 1987.....	599,500
Carver 35 Super Sport, 2006.....	149,900
Chaparral 310 Signature, 2006.....	89,900



1070 Marina Village Pkwy
Alameda, CA 94501
(510) 523-6730

2801 West Coast Hwy
Newport Beach, CA 92663
(949) 610-7190

From San Diego, CA
Call
(619) 523-6730



Spring Discounts Start NOW!



Bring your sails in for a complimentary evaluation

At Hogin Sails we pride ourselves on working with our customers and their boats to design and manufacture the sails you need. With 35 years of sailing experience and more than 20 years in the sailmaking business, our sail designer will help you increase your boat speed and efficiency with a **new Hogin Sail**.

- New Racing & Cruising Sails
- Sail & Canvas Repair
- Roller Furling Conversions & Sun Covers
- New Custom Canvas

(510) 523-4388

1801-D Clement Avenue, Alameda, CA 94501
At Alameda Marina

sales@hoginsails.com • www.hoginsails.com
M-F 8:30-5 • Saturday by appointment only

CALENDAR

June 20 — Friends of China Camp fundraiser at SF Maritime Museum, to help raise money that will keep China Camp State Park open, 6-9 p.m. Info, www.friendsofchinacamp.org.

June 20 — *Freda* restoration presentation and fundraiser at Corinthian YC, 7 p.m. Free. RSVP required at www.cyc.org or (415) 437-4771.

June 22-24 — 7th annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

June 23 — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 5-7 p.m. Info, www.sailoakland.com.

June 23 — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i outrigger canoe club, the day offers seminars and hands-on outrigger action. Info, shorelinelake.com/aquatic/aquatic.htm.

June 23 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 23-24 — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and see who'll be sailing in your area at www.summersailstice.com.

June 24 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

June, 1982 — It Happened 30 Years Ago from the *Sightings* article 'Stowaway Sinbad':

For those of you who don't know Sinbad, he's the black cat who adopted the Sausalito Cruising Club as his mascot about seven years ago.

Recently, a couple of local sailors were provisioning their boat, which was tied up at the club, for their dream voyage to the South Pacific. A couple of weeks later, after many farewell parties and friends waving goodbye from shore, they set off on their great adventure.

About the same time they reached the Farallones, who should come strolling out of the forepeak? Yup, Sinbad.

Under the circumstances, there are perhaps not a few who would've just had the stowaway walk the plank, or maybe they'd have relented and tossed him into a cat-sized lifeboat, or even dropped him off at the next port of call.

But what these folks did was a 180. They sailed back under the Gate, through Richardson Bay and all the way back to the Cruising Club, where they deposited the furry black culprit. They then turned around to resume their cruise, which by now must have become a bit anticlimactic.

July 3 — Celebrate Independence Day a day early at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 4 — Haul ass back to the Bay for more fireworks!

July 5-7 — 3rd Annual Cabo Marine Show in Cabo San Lucas. Info, www.cabomarineshow.com.

July 28-Aug. 3 — *Latitude 38's* Delta Doo Dah 'Fab 4', a laid-back rally to the balmy Delta waters. Follow the event at www.deltadoodah.com.

Racing

June 1-3 — California Invitational Blind Sailing Regatta hosted by IYC. Info, www.iyc.org.

June 1-3 — 29th Classic Mariners' Regatta in Port

Cityyachts

MEMBER
BoatWizard
M·L·S
YachtWorld.com

San Francisco's Yacht Broker

43 Years of Experience and Knowledge



30' Cape Dory Cutter, 1982 \$39,500



39' Cal MkII, 1979 \$59,000



40' Farr, 1992 50-ft S.F. Berth



32' Contessa, 1990 \$55,000



40' Swan, 1996 \$249,000



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



37' Tayana Cutter, 1978 \$85,000



WestSail 32, 1977 \$57,000



36' Catalina, 1986 \$45,000



30' Albin Ballad, 1978 \$25,000



33' Nauticat, 1987 \$92,000



36' Catalina MkII, 2002 \$112,000



34' Legacy, 2003 \$270,000



30' Carver 300, 1993 \$59,000



Sea Ray 390, 1985 45-ft S.F. Berth

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880
FAX (415) 567-6725 • email: sales@citysf.com • website: www.citysf.com

PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK • 9AM TO 5PM

NEW J/111



Step up to a new level of performance



J/111 – If you love to go sailing, you'll love this new 36-ft speedster. She's a pleasure daysailing, weekendng, or racing.



Come see the J/111 and a fantastic selection of brokerage boats at our docks at Marina Village Yacht Harbor in Alameda. Ask us about the new J/70.

SAIL California

Alameda
(510) 523-8500
norman@sailcal.com
steve@sailcal.com

www.sailcal.com

CALENDAR

Townsend, WA. Info, www.woodenboat.org.

June 2 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 2 — Melges 24 Silver Cup #2. SFYC, www.sfyf.com.

June 2 — Summer #3. SeqYC, www.sequoiayc.org.

June 2-3 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 3 — Woodies Invitational. StFYC, www.stfyf.com.

June 3 — Ladies Day Race. MPYC, www.mpyc.org.

June 3 — Spring Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

June 9 — X-Bay Regatta, the inaugural cross-Bay race that will start in the Central Bay and finish at CYC. Next year it will finish at SBYC. CYC/SBYC, www.cyc.org or www.southbeachyc.org.

June 9 — Mercury Series #4. EYC, www.encinal.org.

June 9-10 — YRA-OYRA Drakes Bay. CYC, www.yra.org.

June 9-10 — Spring Invitational. SFYC, www.sfyf.com.

June 9-10 — BAYS Summer Series #2 for Optis, Lasers, C420s & SFJs. RYC, www.bayarea-youthsailing.com.

June 9-10 — 31st annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, www.gcyc.net.

June 9-10 — Ronstan Bay Challenge. StFYC, www.stfyf.com.

June 9-10 — BAYS #2 at Richmond YC. Info, www.bayarea-youthsailing.com.

June 11-14 — Catalina 22 Nationals on Scotts Flat Lake in Nevada City. Info, www.gcyc.net.

June 12 — North Bay #2. VYC, www.vyc.org.

June 13 — Coastal Cup Race, from the Bay to Santa Barbara, starts. EYC, (510) 823-5175 or www.encinal.org.

June 16 — H.O. Lind #1-3. TYC, www.tyc.org.

June 16 — YRA-WBRA #4 Mid-Bay. BVBC, www.yra.org.

June 16 — YRA #2 short course. BVBC, www.yra.org.

June 16 — Singlehanded #3. SeqYC, www.sequoiayc.org.

June 16-17 — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.

June 16-17 — Madcap Challenge. StFYC, www.stfyf.com.

June 16-22 — Hobie 16 & 20 NAs. SYC, www.hcana.hobieclass.com.

June 17 — Baxter/Judson #3. PresYC, www.presidioyachtclub.org.

June 18-22 — Hobie 16 & 20 Nationals on Richardson Bay. SYC, www.sausalitoyachtclub.org.

June 21-24 — Opti Heavy Weather Race. StFYC, www.stfyf.com.

June 23 — YRA Summer Sailstice. SBYC, www.yra.org.

June 23 — YRA-WBRA #5. SFYC, www.yra.org.

June 23 — Barbary Coast. RYC, www.richmondyc.org.

June 23 — Small Boat Spring. EYC, www.encinal.org.

June 23 — Lake Tahoe Southern Crossing Race. Tahoe Windjammers YC, www.tahoewindjammers.com.

June 22-24 — South Tower Race, from Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 22-24 — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 23-24 — J/105 Regatta. SYC, www.sausalitoyachtclub.org.

June 24 — Summer Series #1 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

June 27, 1791 — The first recorded Corinthian (amateur) yacht race in the British Isles on the River Thames in England with a fleet of nine boats.

June 29-July 1 — Santa Cruz 27 Nationals. RYC, www.richmondyc.org.

SAIL *California*

YOUR SAIL AND POWER EXPERTS

"The Fastest Sailboat Listings in the West!"

ALAMEDA

1070 Marina Village Pkwy #108
Alameda, CA 94501
(510) 523-8500
FAX (510) 522-0641

SEATTLE

SAIL NORTHWEST
7001 Seaview Ave. NW #140
Seattle, WA 98117
(206) 286-1004



33' Back Cove, 2008
Cruise the Bay or Delta in style.
Asking **\$279,000**



Farr 40, 1997 Far Niente
Race ready
Asking **\$170,000**



50' Bakewell-White, 2002, Brisa
Cruise anywhere.
Asking **\$615,000**



53' J/160, 2001, Mandalay
Fully loaded.
Asking **\$579,000**



55' Tayana, Samadhi V
Many recent upgrades.
Asking **\$249,000**



Pacific Seacraft 40, 1999, DreamKeeper
Well equipped. Cruise anywhere.
Asking **\$314,900**



41' TRUE NORTH 38, 2002, Ricochet
Great Bay or Delta boat.
Asking **\$199,999**



40' J/120, 2002, Alchera
Equipped for singlehanded/
shorthanded offshore sailing.
Asking **\$189,000**



J/105s
We have 5 from
\$73,900



J/44, 1991, Phantom
Well equipped, race or cruise.
Asking **\$239,000**

55' Tayana, 1988, <i>Samadhi V</i>	\$249,000	40' J/120, '00, <i>Dayenu</i>	SOLD	34' MJM 34z, '05*.....	\$299,000
53' J/160, '01, <i>Mandalay</i>	\$579,000	40' Olson, <i>Elka</i>	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i>	SOLD
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' Back Cove, '08.....	\$269,000
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	38' Pearson True North, '02, <i>Ricochet</i>	\$199,999	30' Columbia 30, '06, <i>Escudero</i>	New Listing \$99,800
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' J/109, '03*.....	\$189,000	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
48' J/145, Hull #9, '03*.....	\$675,000	36' J/36, '82.....	\$59,000	30' Olson 911S, '89, <i>Halcyon</i>	SOLD
48' 1D48, '96, <i>Chaya</i>	Reduced \$60,000	36' Tiara 3600, '87, <i>Incentive</i>	New Listing \$109,000	30' Olson 30, '79.....	SOLD
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	30' J/30, '79*.....	\$26,000
44' J/44, '90, <i>Phantom</i>	\$239,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	30' Peterson Half Ton*.....	\$19,900
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	30' Scout 30, '80, <i>Zelda</i>	New Listing \$60,000
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Alerion Express, '02*.....	\$59,500
43' Custom C&C, '73.....	Reduced \$260,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$89,000	28' Islander, '78*.....	\$16,900
41' J/124, '06.....	\$239,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$73,900	26' J/80, '01, <i>Whiplash</i>	SOLD
40' Farr, '97, <i>Far Niente</i>	\$170,000	35' J/105, '01, <i>John B</i> *.....	\$94,500	26' J/80, '01*.....	\$32,900
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '00*.....	\$29,000
40' J/120, '98, <i>Jolly Mon</i>	New Listing \$165,000	35' J/35C, '91*.....	\$89,000	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' J/120, '02, <i>Alchera</i>	\$189,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		

* Denotes Seattle Boats

SAIL *California*

www.sailcal.com

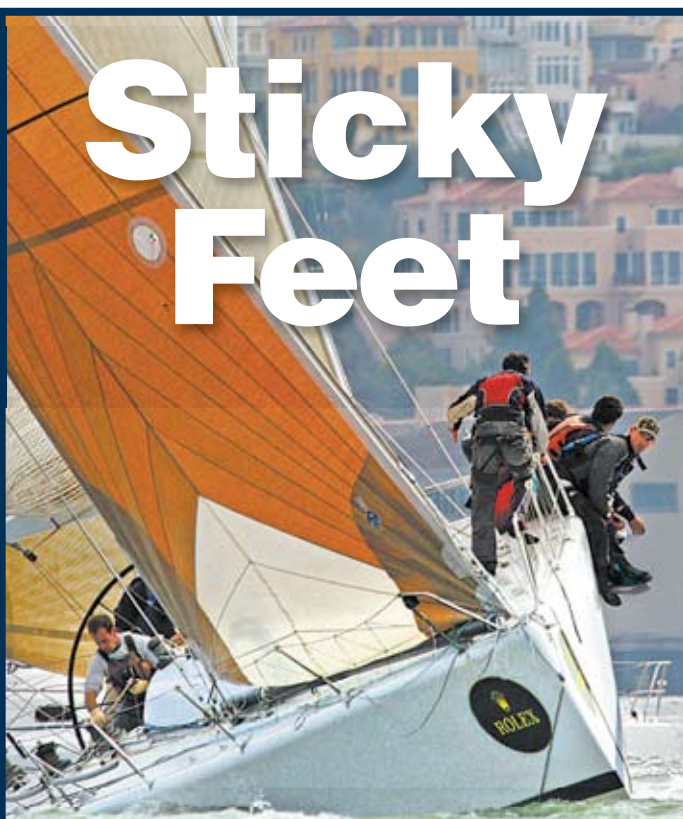
email: norman@sailcal.com, steve@sailcal.com

DEALERS FOR THESE FINE YACHTS:

Santa Cruz
— YACHTS —



Sticky Feet



LATITUDE / LADONNA



TEVA Fuse Ion Water Shoes

There are non-skid soles, then there's the Fuse Ion. In terms of grip, these things are in a class by themselves. We were blown away when we watched a guy wearing a pair walk right up a grease covered aluminum ramp—without slipping. Simply incredible!

TEVA calls the sole material Spider 365, and it's phenomenal stuff on wet decks. But the technology doesn't end there. Ion-mask™ technology prevents the materials in this shoe from absorbing any water on a molecular level. That keeps them lighter and more comfortable to wear than most other water shoes on the market. The collapsible heel is designed to let you slip in and out of them with ease and in a hurry.

See the Fuse Ion at westmarine.com and in select stores today and quit (s)kidding around!

Model 12923744S 90.00

West Marine®
For your life on the water™

Visit our stores! For the location nearest you, or to shop 24/7, go to www.westmarine.com

CALENDAR

richmondyc.org.

June 30 — YRA-WBRA #6. StFYC, www.yra.org

June 30 — YRA-OYRA Half Moon Bay. StFYC, www.yra.org.

June 30 — Test your mettle in the Singlehanded Trans-



Little is as thrilling as sailing solo into Hanalei Bay, Kauai.

Pac, a 2,120-mile slide from the Bay to Hawaii. SSS, www.singlehandedtranspac.com.

June 30 — 5th Annual Great San Francisco Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, www.sfyf.org.

June 30 — Rear Commodore's Race from Knox to VYC. SYC, www.sausalitoyachtclub.org/racing.

June 30 — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.

June 30 — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, andreascoveyc.org.

June 30 — North Bay #3. VYC, www.vyc.org.

June 30-July 1 — Combined Boreas Race, San Francisco to Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

June 30-July 1 — J/120 Regatta. SBYC, www.southbeachyc.org.

July 1-8 — Highland Spring HIHO Windsurfing Regatta in the BVIs. Info, www.go-hiho.com.

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

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

July 7 — Moonlight Marathon. SeqYC, www.sequoiaiyf.org.

July 7 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 7-8 — Longboard SF Classic/UN Challenge. StFYC, www.sfyf.com.

July 7-8 — Skiff Fleet Regatta. GGYC, www.ggyf.org.

July 14 — 28th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, www.bvbc.org or (415) 495-9500.

July 14 — YRA-OYRA Jr. Waterhouse. RYC, www.yra.org.

July 14 — H.O. Lind #4-6. TYC, www.tyc.org.

July 14 — Team Race Championship. StFYC, www.sfyf.com.

July 14 — Twin Island #2. SYC, www.sausalitoyachtclub.org.

July 14 — PICYA Lipton Cup. StFYC, www.picya.org.

July 14 — Trans-Tahoe Race, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 14-15 — BAYS #3 at San Francisco YC. Info, www.bayarea-youthsailing.org.

July 15 — Baxter Judson #4. PresYC, www.presidioyachtclub.org.

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Free Pickup & Delivery



Chesapeake

*Jim Fair's Outbound 46
with Hood Vektron
Full Batten Mainsail,
140% Genoa, and
Solent Jib*

PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com

Visit our website for Special Online Discount Pricing... www.hoodsailmakers.com

Get Smart!



Vantage Vue Wireless Weather Station

Weather is what moves sailboats. So it stands to reason that the more you understand about the weather, the more effective you'll be at sailing your boat. The remarkably sophisticated Vantage Vue makes it really easy, and frankly fascinating, to study and track a complete range of weather variables. The sleek, tough outdoor sensor module sets up in minutes and transmits data to your console up to 1000 ft. away. The Vantage Vue lets you monitor: Barometric pressure, dew point, indoor and outdoor temperatures, wind speed, wind direction, rainfall and wind chill. It also shows moon phase, sunrise/sunset times, graphs weather trends and stores readings for the last 25 days.

If you want to get smarter about the weather, get a Vantage Vue. Available at westmarine.com and in select stores.

Model 11098381 **359.99**

West Marine[®]
For your life on the water[™]

Visit our stores! For the location nearest you,
or to shop 24/7, go to www.westmarine.com

CALENDAR

July 16 — If you'd like to share an ocean crossing with friends, the Pacific Cup is for you. Info, www.pacificcup.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 6/11, 6/18 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 6/7-6/28, 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/28. Paul Kamen, (510) 540-7968 or pk@well.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 9/7. Michael, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 6/1, 6/15. Susan, rearcommadore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/26. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or gshalvo@pacbell.net.

ISLAND YC — Spring Island Nights on Fridays: 6/8, 6/22. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 6/6-late September. Will Anderson, (678) 517-6578.

LAKE WASHINGTON SC — Every Thursday night through 9/27. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 8/23. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/3. Garth Hobson, (831) 915-7020 or turbogar@hotmail.com.

OAKLAND YC — Wednesday night Sweet 16 Series through 6/20 & 7/18-9/5. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 6/27 & 8/1-8/29. Thursday Night Kiting Series: 6/7, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 6/8, 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 6/12, 6/26. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/10. John Graves, (408) 306-1408 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Laser racing (BYOB) every Wednesday night through October. South Bay Cup Windsurfing Series on Monday nights through July. Info, (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 6/1, 6/15, 6/22, 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, rearcommadore@southbeachyc.org.

PERFORMANCE ■ COMFORT ■ STYLE ■ INNOVATION ■ VERSATILITY



LEOPARD 46



LEOPARD 44



LEOPARD 39

LEOPARD CATAMARANS



LEOPARD CATAMARANS

LEOPARD CATAMARANS CONSISTENTLY DELIVERS AWARD WINNING YACHTS MAKING US THE #1 SELLING BRAND OF CATAMARAN IN NORTH AMERICA. WITH THE LAUNCH OF THE EXCITING NEW LEOPARD 44, WE'RE BRINGING YOU THE BEST CATAMARANS IN THE WORLD.



LEOPARD MOBILE APP
for iPad, iPhone, and Android

1-877-795-4389 ■ INFO@LEOPARDCATAMARANS.COM ■ WWW.LEOPARDCATAMARANS.COM ■



Let's Bag It!



Combo Cockpit Bag
Model 12817086 52.99



Large Rail Storage Bag
Model 12816880 62.99



Small Bulkhead Sheet Bag
Model 12816716 52.99

Robship Cockpit Organizers

The Swedes have been sailors for pretty much as long as there's been sailing to be done. So they've developed a pretty good handle on what sailors need and what actually works aboard a sailboat. Robship's line of canvas organizers reflect that heritage and will make a welcome difference aboard your boat.

They're made from UV-resistant Acrylic nanotech fabric for rugged durability. Hardware is stainless steel, and many have strong suction cup mounts that let you reposition or remove them at will.

Good seamanship demands a place for everything and everything in its place. If your boat could use a few more "places" to keep gear handy and organized, check out our complete line of Robship canvas at westmarine.com and in select stores.

West Marine[®]
For your life on the water™

Visit our stores! For the location nearest you,
or to shop 24/7, go to www.westmarine.com

CALENDAR

STOCKTON SC — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series through 6/27 & 7/11-8/29. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night through 8/31. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SAILING CENTER — Laser & Vanguard 15 racing every Thursday Night through 9/13, sponsored by Svendsen's. Vanguard 15 fleet: Al Sargent, (415) 742-1430, www.vanguard15.org. Laser fleet: Nick Burke, (415) 601 7483, www.d24.laserforum.org.

VALLEJO YC — Every Wednesday night through 9/26. Tom Ochs, fleetcaptainsail@vyc.org.

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

June Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/02Sat	0424/-1.1	1125/4.4	1559/2.0	2225/6.8
6/03Sun	0513/-1.6	1222/4.7	1652/2.2	2312/6.9
6/09Sat	0332/5.2	1003/-0.4	1722/5.2	2302/2.1
6/10Sun	0436/4.6	1054/0.2	1809/5.3	
6/16Sat	0437/-0.2	1141/4.1	1557/2.6	2207/5.9
6/17Sun	0512/-0.4	1224/4.3	1640/2.8	2243/5.9
6/23Sat	0156/5.4	0835/-0.5	1557/4.9	2059/2.6
6/24Sun	0244/5.1	0915/-0.2	1634/5.1	2159/2.3
6/30Sat	LOW	HIGH	LOW	HIGH
7/01Sun	0319/-0.6	1024/4.1	1442/2.4	2113/6.8
	0411/-1.1	1124/4.5	1542/2.5	2206/6.9

June Weekend Currents

date/day	slack	max	slack	max
6/02Sat		0244/5.4E	0640	0942/4.2F
	1302	1519/2.8E	1828	2123/3.4F
6/03Sun	0015	0334/5.9E	0729	1033/4.6F
	1356	1611/2.9E	1918	2212/3.5F
6/09Sat		0235/2.3F	0524	0830/4.0E
	1227	1533/3.4F	1852	2120/2.6E
6/10Sun	0109	0342/2.0F	0631	0925/3.3E
	1321	1628/3.0F	1942	2220/2.6E
6/16Sat		0245/4.1E	0648	0959/3.3F
	1300	1522/1.8E	1831	2121/2.4F
6/17Sun	0006	0323/4.4E	0727	1036/3.4F
	1344	1557/1.9E	1910	2157/2.5F
6/23Sat		0110/2.3F	0348	0716/4.5E
	1055	1401/3.5F	1730	1955/2.7E
	2308			
6/24Sun		0158/2.2F	0436	0802/4.1E
	1132	1443/3.3F	1809	2043/2.9E
6/30Sat		0128/4.8E	0536	0839/3.6F
	1155	1404/2.2E	1714	2011/3.0F
	2304			
7/01Sun		0225/5.3E	0629	0936/4.1F
	1253	1505/2.3E	1811	2107/3.2F
	2357			

**IT'S TIME FOR ALL OF US
TO TURN OVER A NEW ONE.**



**IT'S TIME FOR A POWERFUL, NEW ANTIFOULING THAT IS
TRULY CLEAN, GREEN AND COPPER-FREE.**

Turning over a new leaf has never been easier, or more satisfying. With Pettit's Ultima ECO, boaters can indulge their environmentally friendly side while still enjoying the benefits of aggressive, multi-season protection against fouling and slime. With 50% more Ecomea biocide than its closest competitor, Ultima ECO is the only multi-season bottom paint to offer a true alternative to copper. Unbeatable protection. A smaller environmental footprint. Isn't it time you turned over a new leaf?

pettitpaint.com • 800-221-4466

Better Winches – Better Sailing
Nothing compares to Andersen Winches

In sailing you earn trust through experience and performance. For the past 45 years, Andersen has built a reputation of trust by creating reliable winches with the distinctive, highly polished stainless steel drums. Remarkably lightweight, Andersen's unique Vertical Power Rib® drum provides superior grip while reducing vertical friction to minimize wear and overrides.

If you want better sailing, choose the best winches.

ANDERSEN
STAINLESS STEEL WINCHES

ANDERSEN Winches are now proudly distributed in the USA by Ronstan

W www.ronstan.us | E office@ronstan.us | T +1 (401)-293-0539

LETTERS

↑↓ THE IMPORTANCE OF UNDERSTANDING BIG SETS

I just read the April 24 *Lectronic*, which featured *Low Speed Chase* survivor Bryan Chong's exceptional — and beautifully written — account of the tragedy at the Farallones, with the many lessons for all of us to learn. I thank Bryan for his courage to share his story.



COURTESY BRYAN CHONG

Bryan Chong.

But the one phrase that stopped me in my tracks was, "I estimate we were inside of 10 boat-lengths — which on a Sydney 38 would be 128 yards — from the beginning of the break zone. Our distance looks safe and no one on the boat comments."

That zone does not take into account fairly frequent big sets, 'sneaker waves', or whatever you want to call them, that are often double the height of average waves. Because these waves are bigger, they consequently break far outside the normal surf line.

Surfers know this better than sailors, because they're always sitting in the lineup watching out for these bigger sets. For sailors who aren't surfers, I suggest watching a surf line sometime for at least half an hour. Watch the big sets — typically a group of two or three — break way outside the normal surfline. Perhaps those of us in Hawaii are more conscious of this phenomenon, so we give such shores a very wide berth when sailing.

Tim Dick
Sausalito/Honolulu

Tim — As longtime surfers, we know all about getting 'caught inside' when the 'wave of the day' or even just a big set comes through. If sailors are really going to appreciate this everyday phenomenon, we suggest they watch a surf spot for an entire afternoon, preferably from out in the lineup. But even



NOAA

This month, Max Ebb and Lee Helm dissect how depth affects wave height at the Farallones.

that would be just an introduction because, as any surfer can tell you, it is sometimes an hour or more between big sets.

We don't consider ourselves to be experts, but it seems to us that waves on the open ocean tend to be of a more consistent size than those breaking in shallow water. The result is that sailors may be lulled into being less alert than surfers for 'set waves' when in shallow water.

For more on sailing and waves, see this month's Max Ebb.

↑↓ SOUND JUDGMENT, THE ULTIMATE SAFETY DEVICE

Anyone who has sailed around the Farallon Islands, or any island turning mark, knows that decisions have to be made about how close to come to shore. And how important — and difficult — it can be to judge the size of waves when viewing them from behind.

I'm disturbed that, perhaps because of the deaths, a lot of sailors aren't really accepting what happened to *Low Speed Chase*. From all that I have read and heard, conditions at the time at the Farallones were rough, but not *that* severe, at least in deeper water. But as is always the case, waves break when they encounter shoal water, and bigger waves break in

SAIL FASTER

With A Superior Race Bottom Prep From Svendsen's

Svendsen's uses the highest quality **3M** products to prep racing bottoms. Get the **Svendsen's** racing edge and schedule your bottom job today.



Call 510.522.2886
or request online
at svendsens.com.



SALE Stock Up at Svendsen's Spring Cleaning Sale!
All Cleaning Supplies **20% Off**
Soaps, waxes, brushes, buckets, sponges, & more
Limited to stock on hand. While supplies last. Sale ends 5/31/12.
Svendsen's Marine Chandlery | Open 7 Days/Week - 510.521.8454

★ America's Cup ★
★ Hats & T-Shirts ★
★ Now Available! ★
★ Exclusively at Svendsen's ★

 **SVENDSEN'S BOAT WORKS**

Boat Works	510.522.2886
Chandlery & Rig Shop	510-521-8454
Metal Works	510-864.7208
Dinghy & Trailer Sales	510-521-8454
General Inquiries	info@svendsens.com

1851 Clement Avenue, in the Alameda Marina
www.svendsens.com

HIRSCHFELD YACHT

Marine Repair and Installation Specialist
Full Service Shop with Dockside Access
400 Harbor Drive, Sausalito, CA 94965

(415) 332-3507

www.betamarinewest.com

www.hirschfeldyacht.com

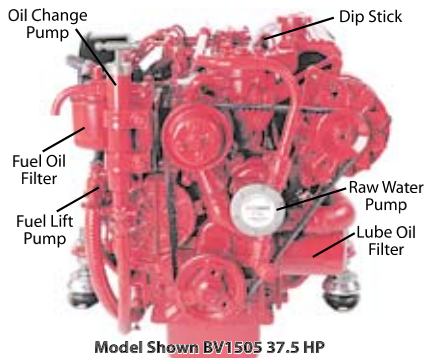


Certified technicians

Beta Marine distributor

BETA MARINE WEST

Engine distribution...from San Diego to Seattle
Engineered to be serviced easily!



Authorized Suzuki sales and service center

2 - 300 hp
available



Hirschfeld McCormack & Rifkin Yacht Sales
(877) 589-6030 • (415) 279-9886
www.hmryachtsales.com



This **San Juan 38** defines beauty and elegance in a yacht. She stands out wherever she is even amongst multi-million-dollar yachts. Attention to detail definitely shows when they built her from the bow to the stern. She features a flip-up step that makes a walk-thru transom for easy boardings when she's backed into the dock.

If you're looking for elegance and some of the finest craftsmanship, it's worth your time to come see the *Seadrift III*. She is the perfect yacht from which to view the America's Cup.

LOCATED AT OUR DOCKS IN SAUSALITO

LETTERS

deeper water. Yet many sailors seem to want to talk about a "rogue wave" or "wave out of nowhere." Having sailed for 80 years and still being an active ocean sailor, I find this talk inappropriate and dangerously misleading, as all indications are that the boat simply sailed over shoal water when a wave



DENISE PATTERSON

Commodore Tompkins hopes that people will learn from the 'LSC' tragedy.

big enough to break came along.

Someone far wiser than I wrote that there is no action without a consequence. I don't want to be harsh, but the decisions and actions of those on *Low Speed Chase* led to the tragic consequences. It will be a shame if waves of sympathy for those who were lost,

as well as fear and ignorance, prevent sailors from understanding the real cause of the accident.

I very much hope that we do not hear talk about new regulations, additional PFDs, and/or harnesses. No regulations or amount of equipment can replace sound judgment, which is the ultimate safety device.

Warwick 'Commodore' Tompkins
Flashgirl, Wylie 38+
Mill Valley / South Pacific

Commodore — We agree that nothing can replace sound judgment, but the problem is that the soundness of judgment is most easily evaluated after the fact. Had *Low Speed Chase* sailed past the Farallones between big sets, we wonder if anyone would have questioned their course. Which is why we think it's going to be so hard for the US Sailing investigation panel to come up with a specific solution to the 'problem'.

We don't know about anyone else, but we had a real 'there but for the grace of God go we' reaction to the tragedy. We're not certain that we would have sailed as close to shore as the *Low Speed Chase* crew did, but looking back on more than 40 years of sailing, we know there have been several occasions where poor judgment on our part put us in situations where, had other things gone wrong, we could have found ourselves in serious trouble. In light of the *Low Speed Chase* tragedy, we've been 'recalibrating' our judgment.

↑↓ WHY THE DIFFERENT TREATMENT?

Most sailors know what happened to *Low Speed Chase* at the Farallones and why. They got too close to the island for the size of the swells. If you get too close to the island, the same thing will happen to you.

After the fatal *Low Speed Chase* accident, the captain of the port decided to suspend all ocean racing. There was a fatal sailing accident in Southern California a short time later during the Ensenada Race. Ocean racing wasn't suspended down there. Why the difference?

Jeff Pearson
Reno, NV

Jeff — We agree that ocean racing's being canceled in Northern California, and not being canceled in Southern California, begs for an explanation.

You write, "If you get too close to the island, this [getting rolled by huge waves] will happen to you." We're not sure if you wrote precisely what you meant, but if you did, we disagree

The power of 7

Your local North Sails loft has what it takes to take your sailing to a higher level. North cruising upgrades will improve performance, increase sail life and make your sail handling easier. No matter what brand of sail you own, North upgrades deliver smooth sailing and lasting value.

Call your North Sails representative today!



1 QuickCover™ makes lowering, flaking and covering your sails a breeze.

2 RopeLuff™ dramatically improves headsail shape when partially furled. Polypropylene construction reduces weight and eliminates mildew.



3 FullBatten™ conversions help your mainsail hold its shape, last longer and make life aboard smoother and quieter



4 Roller-furling conversions... ask about our new Gennaker roller-furling systems.



5 SnufferPlus™ Gennaker sleeve makes raising and lowering downwind sails a breeze, even with shorthanded crew.



6 North Sails Canvas produces a complete line of premium dodgers, biminis, sail covers, boat cushions, winter covers and awnings.

7 UV covers Paint-on protection now available!



Better by Design

Sausalito
415-339-3000

Channel Islands
805-984-8100

Marina Del Rey
310-827-8888

Long Beach
562-795-5488

Costa Mesa-Sail Care
949-645-4660

San Diego
619-224-2424

www.northsails.com



- NEW
- USED
- REFINANCE



Boat Loans Made Easy®



Let our 30 years of experience go to work for you!

Richard Tressler
 866-377-3948 ext. 1047008
 www.essexcredit.com

EQUAL CREDIT OPPORTUNITY LENDER

Loan Amounts from \$25,000
 Instant Loan Approvals* • 90 Days to First Payment*

*Subject to Loan Program Guidelines and Credit Approval
 Reference Code = MAR931

LETTERS

with you.

We think it's quite possible that other boats sailed as close to the island as Low Speed Chase, if not during this year's race then surely during other Farallones Races. Other boats didn't get rolled because they didn't happen to be in the more shallow



MICHAEL LAWLER

water when an unusually large set of waves, or even the proverbial 'wave of the day', came through. Our belief is that Low Speed Chase wasn't just

Of the many small pieces of 'Aegean' that were retrieved, this was the largest.

in the wrong place for the size of the swell that day, but they were also there at the exact wrong time. We think a lot of sailors — and racers in particular — need to ask themselves if they haven't done exactly what Low Speed Chase did, but just didn't get 'caught'.

STRETCHING THE CONCEPT OF ATROCITIES

Two incidents don't necessarily make a trend, but what's our Coast Guard coming to by recently denying a semi-blind but proven sailor the right to continue voyaging, and now mandating a suspension of ocean racing in Northern California? And why does the Coast Guard get to sanction races in the first place?

Are these abuses of power the result of a 'nanny' at the top of the Coasties dictating a nursery school teacher mentality down through the ranks? And could this perhaps be a prelude to assuming ever more control over adults' lives afloat? The United States is feeling more and more like a police state rather than the 'land of the free'.

Thanks to *Latitude* for reporting these atrocities. Without a vigorous Fourth Estate, which we've mostly lost already, our freedoms will surely be lost as well. It seems about time each of us asks 'our' elected representatives in Washington to educate the non-elected Coast Guard brass to protect our freedoms rather than curtail them.

Brooks Townes
 Port Townsend, WA

Brooks — We assume that one of the two incidents you're referring to is the case of Dennis Howard, who has alleged that the Coast Guard forcefully 'rescued' him against his will off the coast of Mexico, leaving his 20-ft Pacific Seacraft Flicka Avalo



USCG

behind. You might wait until all the evidence comes out, as we've been told by a normally reliable source that Howard did radio that he was injured and needed to be rescued. We'll no doubt get more facts as time goes on.

The story of Dennis Howard's 'forced rescue' may be more complicated than initially thought.

As for Capt. Cindy Stowe, Captain of the Port of San Francisco, refusing to issue permits for ocean races for a month or so until the safety guidelines can be reviewed by the U.S. Coast Guard and US



MODERN SAILING SCHOOL & CLUB

Sausalito, CA www.ModernSailing.com (415) 331 - 8250

Latitude 38 Special

Basic Keelboat Course (ASA101)

\$500*

*normally priced
at \$650



Start Sailing Lessons Today!

The sailing season is here - don't get stuck on land.

All your class time (4 days) is hands-on training under the guidance of a US Coast Guard-licensed instructor. Upon successful completion of the course, you'll be Basic Keelboat certified, ready to move to the next level and well on your way to chartering on your own. This class is limited to 4 students.

Upcoming Events

member pricing

- June 1 - Aug. 24** - Jazz by the Bay in Sausalito, every Friday 6:30-8pm **FREE**
- June 3** - Full Moon Club Sail (6 - 10pm) **\$50**
- June 6** - NOAA Presents Forecasting Marine Weather @ CYC, 6:30pm **FREE**
- June 9** - Crew Overboard Rescue Clinic (9am - 4pm) **\$175**
- June 10** - Spinnaker Clinic (9am - 4pm) **\$175**
- June 16** - Farallones Day Trip (8am - 8pm) **\$185**
- June 18 - 24** - Heavy Weather Offshore Course (ASA 105, 106) **\$1475**
- June 23** - Summer Sailstice (FREE SAILBOAT RIDES) @ Encinal YC
- June 24** - Club Sail and BBQ **\$50**

Partial List of Our Fleet

- | | |
|--------------|--------------|
| Seawind 1160 | Beneteau 35 |
| Beneteau 423 | Beneteau 33 |
| Caliber 40 | Beneteau 311 |
| Beneteau 393 | C&C32 |
| Beneteau 38 | Ericson 32 |
| Catalina 36 | Catalina 30 |



Our fleet is second to none in quality and cleanliness.



This 38 foot Catamaran sails beautifully.

**** all boats are 30 feet or larger**

Adventure Sailing with John Connolly



VENICE / CROATIA SPRING 2013

LEG 1: April 27 - May 7

LEG 2: May 10 - 20

Both legs start and end in Grado, Italy. You will also visit Trieste and Venice, Pula in Croatia, and Slovenia.

Cost
\$2450 / berth
\$4700 / cabin

**ASA 106
Advanced
Coastal Cruising**

BELIZE FLOTILLA

Nov. 21 - Dec. 1, 2012

Charter a Catamaran or join our Adventure Sailing boat and get your ASA 114.

Get your Coast Guard Captain's License

August 6 - 18

Mon - Fri, 9am - 5:30pm

OUPV LICENSE

\$995

100 TON LICENSE

\$1195

Our GUARANTEED, U.S. Coast Guard Approved course will prepare you for all elements of the exam, guide you through the application process, and conclude with on-site testing. Sign up today!



ASA OUTSTANDING SCHOOL 2009 & 2010

Outboard Engine Owners:

WE UNDERSTAND



When an engine dies, there's no walking home – just costly repairs, lost vacation time, and lost revenues.

Don't find yourself in this boat. Regular maintenance prevents expensive repairs.

We are *your* experts for outboard diagnostics, repair, repower, sales and service.



- Factory-trained and certified techs
- Open six days a week
- New and used engines bought and sold
- One-year warranty on all work performed and used engine sales
- Three-year warranty on all new engines

INFLATABLE, FIBERGLASS AND GELCOAT REPAIR

MARINE OUTBOARD

since 1990

OUTBOARD SALES, SERVICE, REPAIR, PARTS

(415) 332-8020

Nissan
Tohatsu
Johnson
Evinrude



Honda
Mariner
Mercury
Yamaha

35 Libertyship Way • Sausalito, CA 94965

Conveniently located at Libertyship Marina

If we're not maintaining your outboard, you've missed the boat!

LETTERS

Sailing, we hardly think it reaches the level of an "atrociousness." After all, 'atrociousness' commonly is defined as 'enormous wickedness', and usually is reserved for cases of mass executions and such. We may not agree with Capt. Stowe's decision, but we'll give her the benefit of the doubt that she made it with the best of intentions based on her knowledge — or lack of it — rather than wickedness.

For as long as we can remember, organizers of races have had to get permits from the Coast Guard to hold organized events on the Bay and in the Gulf of the Farallones. Something like 1,300 of them are issued each year, including 24 for events outside the Gate. We're believers in small government, but given the amount of vessel traffic on the Bay, we don't believe requiring permits is any more atrocious than is putting stoplights at busy intersections — particularly since we can't recall anyone's complaining that the Coast Guard has capriciously denied them a permit.

By the way, things are different down in San Diego, where the Coast Guard doesn't permit more than one beer can race per week. Can you imagine? Maybe it has something to do with the fact that no fewer than nine government agencies have some sort of police jurisdiction over San Diego Bay. And maybe that's why the wind is afraid to blow very hard down there.

↑↓ I LEARNED LESSONS FROM A TRAGIC RACE

I think the Coast Guard's suspension of ocean racing off San Francisco is wrong. And I think I would feel the same if I were asked while I was hanging onto the stanchion of the Moore 24 that was close to capsizing as a result of a breaking wave on Potato Patch Shoal during the deadly Doublehanded Farallones Race of '82. Obviously, the boat righted herself, and we luckily made it in the Gate to safety, and — I think — finished the race.

Although I was doing that race for fun, I learned valuable lessons that I have applied to other tough situations in life.

Name Withheld by Request
Planet Earth

↑↓ SAFETY STAND DOWNS IN AVIATION, TOO

Since the Captain of the Port has called on US Sailing, which governs yacht racing in the United States, to help investigate the safety of races outside the Golden Gate, I hope and believe they will put well-qualified individuals on the case. They did that with the investigation of the loss of crew lives from the sailboat *Wingnut* in the '11 Mackinac Race.

I am very much used to this same culture in aviation — when a significant accident happens that rattles everyone to their toes, we do a safety stand down. Not just in the military, but in a company or a community. It's a chance to stop and reflect on personal lessons learned or, in this case, maybe take the day of what was going to be a race to work with your race crew on safety procedures and equipment, and to practice man overboard drills.

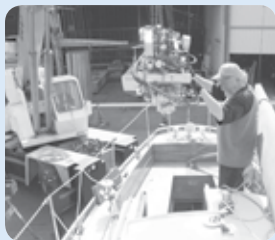
Terri Watson
Executive Director
Farallones Marine Sanctuary Association
The Presidio, San Francisco

Terri — We have no problem with the members of US Sailing who were selected to investigate the Low Speed Chase tragedy, but we don't think there are going to be any surprises with their conclusions as to why the accident happened. What we'll be interested in hearing is what recommendations these top-notch and experienced Gulf of the Farallones racers might have on how to prevent a similar tragedy in the future.



Berkeley Marine Center

The yard that works for you!



**Maintenance,
repairs &
construction
of yachts &
commercial
vessels**

- Lift capacity 35 tons
- Sprayed Racing Bottoms
- Full Painting Service
- Fiberglass & Gelcoat Repairs
- Rigging Repairs & Installation
- Electrical Repairs & Installation
- Engine Service & Repowering
- Propeller Installation & Tuning
- Wood Hull Repairs & Caulking
- Teak & Non-Skid Deck Repairs

**Committed to the tradition of boating & a tradition
of customer service in everything we do.**

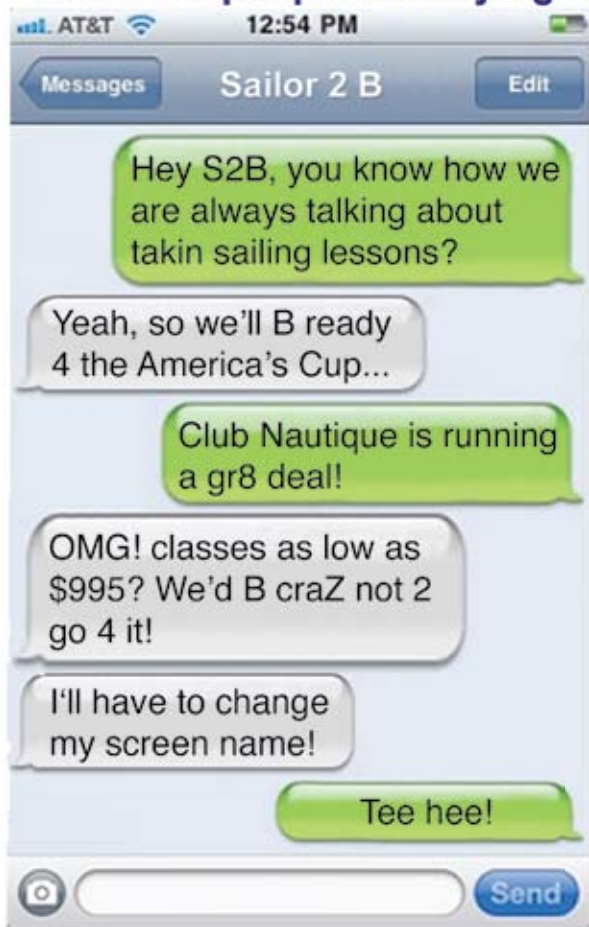


Chandlery & Fuel Dock Open 7 Days

Mon – Fri 8 to 5 • Sat & Sun 9 to 5

In Berkeley Marina • 510-843-8195 • www.berkeleymarine.com

Sailing Lessons
As low as \$995!
 See what people are saying...



Total Package Value: \$2,125!
Package Includes:
 Basic Keelboat Class 
List price: \$895
 Basic Cruising Class 
List price: \$1065
 US SAILING Membership
One Year: \$65
 Bay Cruising Workshop
List Price: \$75
Currently as low as \$995!

Ask about our packages that include membership!

Offer expires 6/30/2012

Call Today!

Alameda 800-343-SAIL
 Sausalito 800-559-CLUB

Club Nautique
 www.clubnautique.net

LETTERS

A stand down? There were 263 fatal general aviation accidents last year, resulting in 454 fatalities. The leading cause of general aviation deaths was flying into terrain, which seems to us to be the aviation equivalent of sailing into too shallow water. With all due respect, we can't recall there ever being a stand down because a pilot flew a plane — private or commercial — into the side of a mountain.

We'll have more letters on various aspects of the Low Speed Chase tragedy in the July issue.

↑↓ WE'RE KIND OF INTO BASEBALL NOW

I went to a yacht club, which happened to be having an open house, to watch Day 5 of the America's Cup World Series in Naples. The club had a thousand cable channels, five



ACEA/GILLES MARTIN-RAGET

Venetians came out in droves to watch the World Series last month.

of which were from the provider that is covering the America's Cup. Yet the club didn't have the AC competition on. When I asked one of the members about it, he said, "We are kind of into baseball right now".

"I'm in a yacht club, aren't I?" I asked, looking around. So I asked the commodore about it.

"We *are* into the America's Cup," he told me. "In fact, the committee is coming next month to tell us what to expect when the races come to San Francisco."

"That's great," I answered, "but don't you think you could at least support the Cup in other venues?"

I'm jazzed that the America's Cup is coming to San Francisco, and even though I sail a 40-year-old monohull, I'm excited about the multihull aspect, too. I think the venue, combined with the technology, will be nothing short of spectacular. However I'm concerned about the lack of interest.

Bill Demeter
 San Francisco

Bill — We think it's a proximity issue. When the America's Cup action comes to the Bay, local interest will explode. Until then, you can't exactly hold a gun to someone's head and make them watch something they don't want to watch. Even at a yacht club.

↑↓ THE APPROPRIATENESS OF RED BULL

I'm totally all right with commercial sponsorship in the America's Cup, and I'm not a prude, but they are allowing Red Bull to become a sponsor of one of the youth programs? There must be other prospects for an otherwise noble program for youth sailing. Just my two cents.

Tom Woodruff
 Palawan III, S&S/Derecktor
 Falmouth, ME

Tom — Red Bull, created in '87 by Austrian Dietrich Mateschitz in partnership with Thai businessman Chaleo Yoovidhya, sells nearly five billion cans a year, and is therefore the most popular energy drink in the world. Red Bull sponsors numerous activities ranging from extreme sports such as mountain biking, BMX, motocross, windsurfing, snowboarding, skateboarding, kayaking, wakeboarding, cliff-diving, surfing, skating, freestyle motocross, Formula 1 racing, and breakdancing, to art shows,

CLEAN is COOL



Dumping raw sewage into our waterways is just plain lame.

It's really not that difficult to visit the restroom or pump out boat sewage before you leave the dock.

It's the cool thing to do. And the health benefits affect everybody in and out of the water.

If it's your boat, it's your responsibility.



For complete details, locations and instructions log on to www.BoatResponsibly.com.



www.sailrite.com

Ever Considered DIY?

Sailrite Kits make it easy to build your own sail cover, dodger, or bimini! Kits come complete with everything you need to finish your project and you can expect the best in materials and instructional support. It's easier than you think and much more affordable when you do-it-yourself.

Learn More at www.sailrite.com

www.sailrite.com | 800.348.2769 | Free Catalog

LETTERS

music, and video games, all in order to reach their target audience of mature women. Just kidding, their target audience is young males.



RED BULL

Little old ladies love to catch the hot motorcycle racing action.

We've never drunk a Red Bull, but frankly, we're puzzled by the nature of your objection. We could understand if you objected to Hooters, Jägermeister, Marlboro or some pot dispensary in Oaksterdam being sponsors of an America's Cup youth program, but as Red Bull is legally

available to consumers of all ages, what's the problem?

↑↓ A VOICE OF EXPERIENCE ABOUT JAPAN

Best of luck to Kirk Patterson on his proposed solo trip around Japan, as described in the May issue of *Latitude*. But in 35 years of sailing to Japan as master on ships from 1,000 DWT to 87,000 DWT, some of my worst moments at sea have been on the seas around Japan. Visibility is often poor, traffic is heavy, fishing boats do their own thing, and 'coasters' have their own set of rules. On a 20,000 DWT bulk carrier I have had the engines on full astern and the helm hard a-starboard for a coastal vessel approaching on my port bow. Collisions between ships and fishing vessels are not infrequent. Furthermore, when near any entrance to the Inland Sea, you can have tidal currents of eight to ten knots. Despite all modern aids and watchkeepers on the bridge, it can still be a nightmare.

Frank Keavy
Florence, Oregon

↑↓ NOT THE SPECIMENS THAT WE ONCE WERE

We loved your *Lectronic* write-up about the Antigua Classic Regatta, particularly the business about an unrecognized Dennis Conner walking the docks asking if anyone needed crew. Dennis will be 70 this fall, and may have gotten a little bigger with age. We suspect that none of us are the physical specimens that we once were.

Rennie Waxlax & Anne Blunden
ex-Casseopeta, Swan 65
San Pedro

Rennie and Annie — Our intent was not to denigrate Dennis or his physical condition, but to note he was both quite a bit older and larger than most people walking the dock looking to crew. And make no mistake, Dennis still kicks ass when racing his various boats on the West Coast. For example, in last year's highly competitive Etchells Worlds, he and his crew took sixth out of 83 boats. Very impressive.

More on Dennis. When Doña de Mallorca boarded an American Airlines flight back to the Caribbean from the Strictly Sail Pacific Show in Oakland, she spotted Dennis sitting in first class, and wondered how much that ticket cost him. It turns out that it didn't cost him much — at least according to an article we read a short time later in the Wall Street Journal. About 30 years ago, when American and other legacy airlines were desperate for cash, the geniuses at American came up with the idea of selling lifetime first-class passes. They varied in price depending on the buyer's age, but they were usually about \$250,000 with the option to pay \$150,000 for a com-

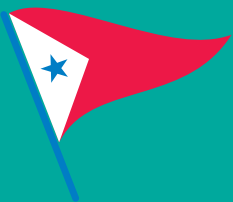
SAN FRANCISCO BAY'S SUMMER SAILSTICE



SAIL • CELEBRATE • SLEEP OVER
SATURDAY, JUNE 23 ~ ENCINAL YACHT CLUB

Sail the First Annual Estuary Stroll – Aerial Photo 2 pm!

- Free admission
- Live Music on Stage
- New Sailboat Display
- Sailboat Rides
- Boat Building Competition
- Youth Activity Area
- USCG helicopter rescue demo
- Food/Beverage Court
- Dinghy & Keelboat Fleets on Display
- Cruisers Raft Up
- YRA Keelboat Racing
- Free Seminars



SIGN UP, SAIL & WIN!

SF Celebration: www.summersailstice.com/sf
Global Celebration: www.summersailstice.com

BENEFIT
FOR
ENCINAL
SAILING
FOUNDATION

WHALE POINT MARINE & HARDWARE CO.

A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS
ACE Hardware
 MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

Go to WhalePointMarine.com for additional discounts!

SEACHOICE Boat Wash



Biodegradable Quart **\$7⁹⁹**

LELAND Strobe Light

NOW \$19⁹⁹

Small and compact strobe light, fits in ones pocket, with 3-mile visibility, waterproof and last for 30 hours. D Cell Battery not included.



YACHTERS CHOICE Syndey Boat Shoes

NOW \$69⁹⁹



CRAFTSMAN Sander/Polisher



1 year warranty.
4.5 amp,
1400-1650 RMP

NOW \$89⁹⁹

GILL Deckhand Gloves

FREE with purchase of Gill Foulweather Gear Suite



Gill — present quality in sailing gear. Sizes: S, L & X.
List \$21.99 • **NOW \$19⁹⁹**

MAGMA BBQ

Perfect BBQ for a Sunday night dinner on your boat. Stainless steel. Mounts easily with optional mount to your boats rails.



Charcoal: Whale Pt. **\$129⁹⁹**
Propane: Whale Pt. **\$179⁹⁹**
Rail Mount: Whale Pt. **\$42⁹⁹**

HORSESHOE BUOY & M.O.B. POLE

USCG Approved

M.O.B. Pole **NOW \$169⁹⁹**

Horseshoe or Pony Bouy **NOW \$99⁹⁹**



DELUXE BOSUN'S CHAIR

Hard bottom seat. Large SS D rings let you snap in shackle and tie in a safety line.

NOW \$89⁹⁹



205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988 • FAX 233-1989

Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • whalepoint@acehardware.com

Go to WhalePointMarine.com for additional discounts!

LETTERS

panion seat. A total of 64 people took American up on the offer, including sports figures such as former San Francisco Giants centerfielder Willie Mays — and America's Cup legend Dennis Conner.

American, of course, has come to rue the offer, at least the way a few of the 64 buyers have been taking advantage of it.



CYNTHIA SINCLAIR

Dennis Conner may not be as trim as he used to be but he can still sail the paint off a boat.

food, excellent service — and frequent flier miles. It seems as if Dennis called the layline on that offer.

↑↓ MEXICO WEATHER FORECAST SOURCES

Before listing sources of weather forecasts for Mexico, we'd like to say that the late Don Anderson's forecasts were the gold standard for Mexico — and beyond. It will be years before we see another individual as dedicated to helping the cruising community. Don was a great friend to all cruisers and is deeply missed.

Here in the Sea of Cortez, there are several weather options:

For HF Radio: Sonrisa Net (www.sonrisanet.org). Geary Ritchie gives his forecast from Burro Cove in Bahia Concepcion in the mornings at UTC 1330 during Daylight Saving and at 1400 during Standard time on 3.968 MHz. It is a ham net, so you need a ham license to ask questions legally. Geary also posts speech-to-text transcripts of his forecasts on the internet.

For VHF: There are cruiser nets in La Paz, Puerto Escondido, Guaymas/San Carlos and Mazatlan. They all have some form of local forecast, even if it's just a reading from one of the internet sites. Farther south, there are nets in San Blas, Banderas Bay, Barra/Tenacatita, Santiago Bay/Manzanillo, and Zihua.

Our favorite weather resources on the internet include Buoyweather (buoyweather.com); Magic Seaweed (magicseaweed.com); EEB Mike (eebmike.com); Swell Watch (formerly WetSand, swellwatch.com); Predict Wind (predictwind.com); Sol Mate (solmatesantiago.com, which is also available on Sail Docs); and the usual cast of NOAA and commercial weather sites. Most of the sites have limited free forecasts, but some have subscriptions for longer term.

During the hurricane season we use the following additional sites: hurricanezone.net; ral.ucar.edu/hurricanes/realtime/current/; stormpulse.com (pay-to-view); usno.navy.mil/JTWC/; [wunderground.com/tropical/?index_region=ep](http://wunderground.com/tropical/?index_region=ep;); and www.nhc.noaa.gov/index.shtml?epac.

We think many cruisers overlook the importance of learning to interpret GRIB files and satellite images — available through Sail Docs — for themselves. We think sailors have become complacent, relying on others to tell us what we should be doing rather than learning to understand what is happening around us and making decisions for ourselves. We think we need to use all of the resources available and then

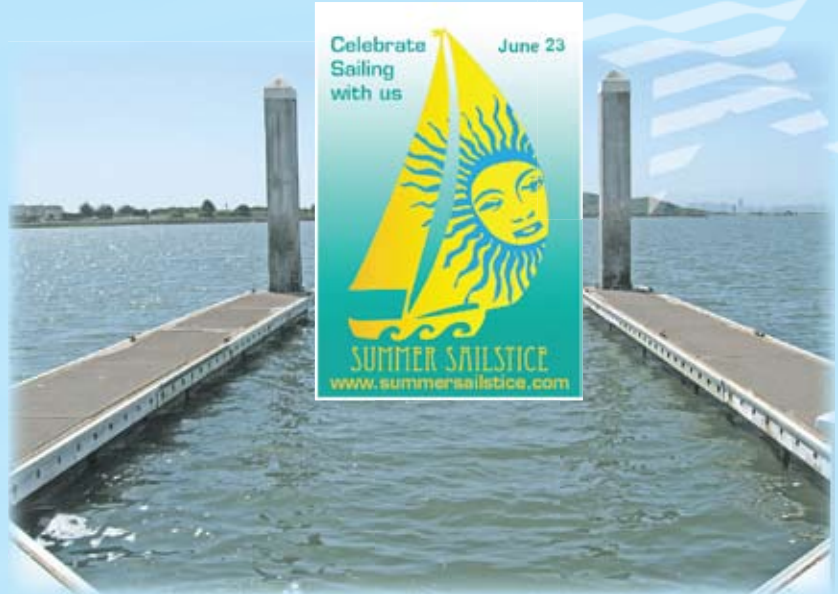
COME TO MARINA BAY – WE’RE DEEP!

With a 12-ft deep entrance channel you can sail from Marina Bay whatever the tide!

Available slips with 15’ or more depth:

36’ long	14’ wide	18’ deep
40’ long	15.6’ wide	16’ deep
42’ long	15’ wide	17’ deep
44’ long	16.6’ wide	18’ deep
45’ long	16’ wide	15’ deep
56’ long	20’ wide	16’ deep
61’ long	18’ wide	16’ deep

End-ties to 100’+ and 16’+ deep



This is how your slip should look when you go sailing for Summer Sailstice on June 23 – empty!



Great Location



Deep Draft

(510)
236-1013

On the Water: 37° 54’ 45” N 122° 21’ 00” W

Online: www.MarinaBayYachtHarbor.com

SCHOONMAKER POINT MARINA

• IN SAUSALITO •



**160-Berth Marina in one of the
most beautiful spots on the Bay**



Visitor berths • Guest moorage up to 220 ft.
35-ft to 75-ft slips • Pumpouts • Marine services
Dry storage available • Three-ton hoist
Restaurant • Beach • Rowing • Kayaking

Sausalito's Finest Marina

85 LIBERTY SHIP WAY, #205
SAUSALITO, CA 94965

415•331•5550

FAX 415•331•8523

www.schoonmakermarina.com

LETTERS

make our own decisions.

Dennis & Susan Ross
Two Can Play, Endeavor 43
Marina Palmira
La Paz, BCS, Mexico
'02 Baja Ha-Ha Vets

Dennis and Susan — Thanks for the info. We very much like your inclination toward self-sufficiency and personal responsibility, but when it comes to a complicated subject like weather, where misinterpreting the data could possibly lead to unfortunate consequences, we see nothing wrong with relying on expert advice.

We received many more letters about sources of weather information for Mexico, but due to space considerations, are saving some for next month.

↑↓ FRENCH WOMEN DON'T LIKE OTHER WOMEN

I like that *Latitude 38* is online, because that's the only way a sailor such as myself in the south of England would likely be able to read it. Furthermore, our sailing magazines aren't nearly as entertaining as what you're publishing out there in California.

For example, in the May *Changes* about *Spindrift*, I learned that: 1) French women walk like cats; 2) French women can be very picky; and, 3) French women say all their boyfriends cheat on them. Why waste editorial space on boat reviews when you can report entertaining social news such as that?

But I must admit that the topics in that *Changes* were rather timely because we're enjoying a high-profile Franco-Anglo catfight at the moment. The circumstance is that Samantha Brick, a blonde 41-year-old former TV presenter who now writes a column for the *Daily Mail*, is married to a Frenchman, and has lived in France for four years, has made some bold claims. She started by writing a column titled 'Why Women Hate Me Because I'm Beautiful'.

Not being satisfied with the near universal slugging she received for being so modest, Ms. Brick — now there's a name for you — decided to add French women to those being worthy of her scorn. "I find them hostile and predatory," she wrote, "ever eager to humiliate their rivals, and never batting a beautifully made-up eyelid about falling into bed with someone else's man." If that weren't controversial enough for an Englishwoman living on French soil, Ms. Brick continued with her rout by saying: "To them, an adulterous affair is a feather in their cap, or merely another scalp. You see, French women don't really like other women."

So with Ross Delvin of *Spindrift* apparently headed to this part of the world to crew on some big boats in big regattas, Ms. Brick's message is clear. It's not just French men who cheat, but the French women, too. Having been forewarned of the habits of women who walk like cats, hopefully Mr. Delvin won't have his heart broken while on the Continent.

Michael — but not the singer — Bolton
Southampton, England

↑↓ PUTTING A LOW VALUE ON SAFETY

It's sad that relatively low-cost — as little as \$700 — technology might well have prevented the tragic loss of the Hunter 376 *Aegean* and her four crew. AIS was not required on boats entered in the Ensenada Race chiefly because so



DEE LEUDED

Samantha Brick,
beautiful or blah?

Come Visit Us Today!

SOUTH BEACH SAILING CENTER

at the
beautifully renovated Pier 40 in San Francisco



*Our boat is looking really good!
We are enjoying it much more
now that it is clean when we
get to it!*

*- Jacki & Peter Moseley
Sea Ray 30
'Synchronicity'*

Westwind

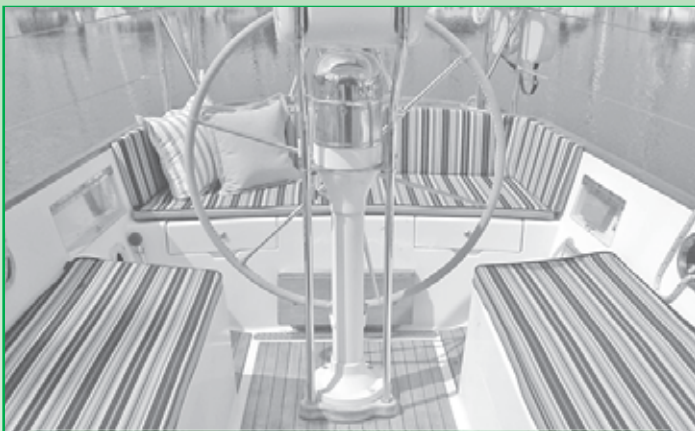
Washing • Waxing • Varnishing

(415) 661-2205



Pier 40, South Beach on the Embarcadero • San Francisco
Call Toll Free **888-828-6789**

westwinddetailing@sonic.net
www.boatdetailing.com



Roses are red, violets are blue, your boat can
look this good when your cushions are new!

**NORTH
BEACH
MARINE
CANVAS**

Custom Yacht Upholstery!

nbmc@earthlink.net
www.northbeachmarinecanvas.com
415.543.1887

South Beach Riggers

**DO IT ONCE.
DO IT RIGHT.**

PERIOD.

- Mast
- Rigging
- Fabrication
- Hydraulics
- Insurance Work
- More...

www.SouthBeachRiggers.com

415.331.3400

Scan with your Smartphone and learn
more about our services and offerings.



Adjacent to South Beach Harbor and AT&T Park • Close to dozens of fantastic restaurants and shops

The Original

VOLVO
OPEN 70

PUMA
puma.com

**Legendary Wichard
Folding Padeyes**

Official Supplying Sponsor
of PUMA Racing

Wichard
www.wichard-usa.com

LETTERS

many boatowners object to the modest extra cost, thereby putting a low value on safety.

An Automatic Identification System (AIS) transponder continuously broadcasts a ship's position and course, helping to avoid collisions by making boats easily visible to large commercial ships in the area. As a lifelong sailor and racer, I think AIS should have been and should be mandatory for all boats in offshore sailing events.

John Navas
sail.navas.us
San Francisco

John — While the Coast Guard has yet to release its findings on the Aegean tragedy, it appears that she was not hit by a ship, but was rather driven into the steep face of North Coronado Island, probably while under control of the autopilot. The bit of technology that could have saved the lives of the crew was a radar set with a 'guard zone' of a mile or so.

That said, we agree that it's time for boats sailing offshore to be equipped with either a functioning radar or at least an AIS receiver, which costs much less than the transmitting variety. One or the other is now a requirement for both the Baja Ha-Ha and the SoCal Ta-Ta.

↑↓ AIRLINE PILOTS HAVE THE SAME PROBLEM

The Spot GPS track of the Hunter 376 *Aegean* that ran into North Coronado Island during the Ensenada Race really does shed new light on the tragic accident. I'm guessing that the crew set a waypoint off the Ensenada Race finish line — it goes right through North Coronado Island — and were using their autopilot to go to that waypoint. This would explain their constant track and speed.

It's very easy to set a waypoint to somewhere and forget to check to make sure that the track doesn't go over any land. Perhaps *Aegean* was so far from the Ensenada waypoint when they set it, and their chartplotter was zoomed out so much; that little North Coronado Island didn't show up. Had it been daylight when they got close to the island, they likely would have seen it.

Airplane pilots have the same problem — especially at night — of putting in a waypoint on their GPS and not realizing that the track would take them right through a mountain. That's why the more sophisticated aviation GPS units have terrain warnings. Maybe sailing chartplotters should have something similar.

John Thompson
Aldebaran, Tanzer 22,
Loch Lomond

John — We don't know what happened in the Aegean case, but it's been our experience that we humans can't rely too much on machines and software without losing our edge. Call us old school, but we worry about sailors relying too much on technology.

↑↓ FREE ANCHORAGES, PRO AND EX-CON

While traveling up and down the California coast, my wife and I have had some great times anchoring at Santa Cruz Island, Port San Luis, San Simeon Bay, off Pfeiffer Beach, and off the Santa Cruz Boardwalk — all free. While in the Bay, we might anchor by Angel Island for lunch, or with the insane group of Blue Angels spectators. Again free. I do love the sense of freedom that dropping a hook brings when there is no fee.

The catch I see to free anchoring is the rather large group of people who are using boats as low-cost housing. I'm not



YACHT BROKERAGE - SALES & SERVICE WWW.JK3YACHTS.COM

SOLD, SOLD, SOLD-WE ARE LOOKING FOR QUALITY LISTING, CALL US TO SELL YOUR BOAT!



2007 70' CNB70
BLEU D'AQUATAINE \$3,200,000



One of two made
2006 65' J/Boats J/65
MAITRI \$2,100,000



New to market
2011 47' Kernan Custom
KATANA **SCALL**



2007 44' MOCHI Dolphin 44
CATIVO \$619,000



2006 43' Oyster 43 LD
VARUNA \$650,000



2005 43' J/Boats J/133
PICANTE \$350,000



PacCup Ready!
TransPac 2011
1994 42' J/Boats J/130
BEBE **REDUCED** \$220,000



1999 41' J/Boats J/125
AUNT JESSIE **REDUCED** \$259,000



New Sails/Bottom
2007 40' J/Boats J/124
FORGIVENESS \$250,000



IRC CHAMP
2008 40' King / Summit 40
SOOZAL **REDUCED** \$539,000



2007 38' Catalina 380
KOLONAHE \$122,000



2007 37' HANSE 370epoxy
DRAGONFLY \$167,000



2002 36' Sydney 36 Sports
FINS \$170,000



Proven Winner
1993 35' J/Boats J/105
PHOLLY (Tiller) \$91,500

2000 53' J/Boats J/160 **SOLD**
2006 52' TransPac52 **SOLD**
96/09 41' J/Boats J/125 **SOLD**
1998 41' J/Boats J/120 **SOLD**
2007 40' Delphia 40 **SOLD**
2002 40' C&C 121 \$220K
2000 40' Sabre 402 \$295K
2005 36' Beneteau 36.7 **SOLD**
2005 36' Beneteau 36s7 **SOLD**
2001 35' J/Boats J/105 **SOLD**
2000 35' J/Boats J/105 **SOLD**
2007 33' Cross Current \$199K
2010 31' J/Boats J/95 **SOLD**
POWER.....
2008 44' Renzo Coupe \$549K
2004 38' True North 38 \$285K
2009 30' RAIDER RIB 9m \$59K
2006 29' Back Cove 29 **SOLD**

DEALERS FOR THE FOLLOWING BRANDS:

SABRE
MOTOR Yachts

BACK COVE
YACHTS

J
BOATS
Southern CA

Hanse

SABRE
SAILING Yachts



2012 SABRE 38 Salon Express
with IPS Drives



All New BACK COVE 30



2012 Hanse 415



2012 SABRE 426 MkII

SAN DIEGO, CA
Jeff Brown
Jeff@jk3yachts.com
619.709.0697

SAN DIEGO, CA
Kenyon Martin
Kenyon@jk3yachts.com
858.775.5937

NEWPORT BEACH, CA
Jeff@jk3yachts.com
kenyon@jk3yachts.com
619.224.6200

SAUSALITO, CA
Art Ball
Art@jk3yachts.com
510.227.2100

ALAMEDA, CA
Chris Corlett
Chris@jk3yachts.com
510.914.1073



South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.



- Two guest docks for boats up to 125'**
- 20 guest berths up to 50'**
- Casual and fine dining nearby**
- Adjacent to AT&T Park**
- Easy access to transportation**
- 24 hour security**
- Free pump-out stations**



For Reservations:
 415.495.4911 (x1111)
 fax: 415.512.1351
 sb.harbor@sfgov.org
 www.southbeachharbor.com

LETTERS

talking about transient cruisers staying for days or weeks. I do not mean 'voyagers', who live a life less ordinary, and work hard wherever they put in, sailing from port to port, casting off the "pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert (most of us) for the sheer idiocy of the charade."

I'm talking about bums on boats. I am talking about boats that have not seen a hoisted sail or a pump-out station in months. Or even years. Boats without current registration, without insurance, without proper safety equipment, and boats obviously not held to the standards of accountability I have to pay for and meet, with our boat every year. Richardson Bay and Treasure Island are two perfect local examples.

My guess is if everybody just followed/enforced the existing laws, the need for charging fees to anchor might fizzle away. My understanding is that mooring buoys in many tropical areas would protect coral and marine life, and I would support such an effort, even if it cost \$200-\$300 a month. But \$450 a month to anchor with no amenities seems like high seas robbery to me. It's a rip, plain and simple.

Mark Wieber
 Goliard, Slocum 43
 Emeryville

Mark — The Richardson Bay situation has always been a mystery to us. We're never received what we consider to be a rational explanation for why a certain class of boatowner — the anchor-out — is seemingly allowed to break every law, and in plain view. But people with boats in berths in Richardson Bay are held to a much higher standard. We were recently told that 70% of the anchor-outs on Richardson Bay are convicted felons, and wonder if law-enforcement is willing to let it be an 'anything goes' zone to keep from having to take on what would admittedly be a difficult law enforcement job out there.

As for Treasure Island, the Treasure Island Development



LATITUDE / LADONNA

Clipper Cove has been cleaned up and derelict-free for a couple of years now.

Authority not only booted out all the squatters in Clipper Cove a couple of years ago, but also removed all the wrecks in the anchorage. Though you have to call a number if you plan to spend more than one night, visiting boaters can now anchor close to

shore without fear of a derelict's dragging into them or having their anchor get fouled on a wreck.

↑↓ EVERYONE HAS HIS HAND OUT

San Diego did away with their free anchorage in response to a perceived threat of mariners looking to abandon their boats, and/or because of the extreme cost of policing the anchorage. True, there were boats that just sat out there, and some sank from neglect, but that was common in marinas, too. The Port of San Diego was so kind as to provide a few more mooring balls, but the price went up from \$50 a month to \$150 a month.

It seems that no matter where you go, there is someone waiting to charge you.

Paul Clausen
 Washington County, OR



VOLVO PENTA

Zn-Elemental to Drivetrain Protection

Tried and true, zincs are vital to keeping your yacht running smoothly and efficiently. Combine them with our remarkable propeller treatment and you'll be impressed at your yacht's continued performance.

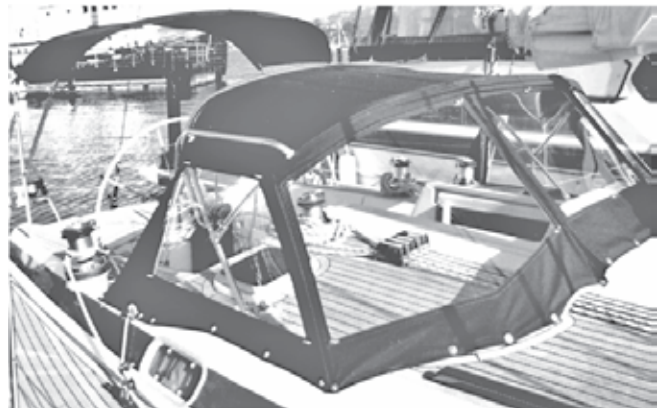
Contact us today!



Yacht owners trust

Pacific Crest Canvas

for the best in design, service and quality.



We strive to make our products the
Highest Quality at the Best Prices

Specializing in:

Baja Awnings

Lightweight and waterproof
Durable and easy to launch
Multiple side screen configurations

Coastal Dodgers

Affordable designs
High quality materials
Superior workmanship

Cruiser's Awnings

Easy setup off your dodger
Flies with no bulky frame
Includes shade screens

Offshore Dodgers

Welded aft handrail
Bolt-on side handrails
Lexan windshields



www.pacificcrestcanvas.com

Located in Grand Marina
2021 Alaska Packer Pl., Ste. 13
Alameda, CA 94501

Open Mon.-Fri. 8-4
Sat. by appointment
510-521-1938

LETTERS

Paul — With all due respect, much of the old free anchorage in San Diego seemed like a disaster to us. And to be fair, San Diego does offer an anchorage where true transients — your boat can't be registered in San Diego County — can stay for up to three months for free. That's not bad.

If you go to popular and/or populated areas, there indeed will always be someone waiting to charge you. But if you go cruising to places such as Mexico, the Caribbean and the South Pacific, you'll find there are countless great places where you can still anchor for free. Actually, it holds true for the Channel Islands too, and even parts of Catalina.

↑↓ I FIND IT TO BE A SHAMEFUL MONEY GRAB

Greetings from the first bay east of Cabo San Lucas. I sailed over from Mazatlan to Bash my way up to Ensenada for the hurricane season. I went to the port captain's office in Cabo to check in and out, and am now waiting for a weather window to head north.

But a *panga* full of API folks just came alongside and asked me to pay 220 pesos — about \$18 — to anchor in this hellhole. I went to their office thinking this might be a one-time fee, but no, they want \$18/day! I paid less than that at the Fonatur Marina in Mazatlan, and I got a slip, showers, laundry facilities, and electricity and water.

I have been cruising Mexico off and on for 35 years, and had never been charged to anchor. When I brought my current boat down four years ago, I had to pay a one-time API fee in Cabo of \$4.50. But \$18/day is ridiculous.

Considering that Cabo has been an anchorage of refuge for boats heading north for centuries, I find this crass money grab to be shameful. I understand that you no longer run the Ha-Ha, but if you could somehow exert pressure on Mexico City to change this, we cruisers would appreciate it. We cruisers bring a lot of money into the Mexican economy.

Rob Neun
Taisho, Islander 40 MS
San Francisco

Rob — Last time we checked, we still ran the Ha-Ha. But but if you understand the situation in Cabo, you'll understand why we don't have much influence. The 'situation' is that Cabo gets



LATITUDE / RICHARD

over one million visitors a year, many of them on alcohol-fueled long weekends where they spend money as if there is no tomorrow. As such, it's not the same free anchorage of refuge you first visited 35 years ago.

While it's not exactly tit for tat, we think cruisers need to realize that Mexico

The oddity — all mooring buoys at St. Barth's Columbie are free.

is providing much more in rescue services than they ever did before. Check out the next letter for proof.

↑↓ THE MEXICAN NAVY IS ALWAYS HAPPY TO HELP

After 30 years of sailing and 12 years of cruising in Mexico, it was embarrassing to have the Mexican Navy help us when our autopilot and manual steering gave us problems. You would think we'd have been able to work it out ourselves.

We'd sailed around the east side of Isla Isabela after leaving Matanchan Bay, maneuvering through the minefields of long

Almar Marinas

Everywhere you'd like to be



Est. 1973



Ballena Isle Marina

Join one Almar Marina and enjoy reciprocal privileges at any of Almar's 17 locations from San Francisco to San Diego and out to Hawaii. Each marina provides programs and events that are included in your slip fees:

- *Boat Handling
- *Navigation Courses
- *Electrical Courses
- *Anchor Outs
- *Seminars on Local Destinations



almar.com 

SAIL! CELEBRATE! SLEEP OVER?



When was the last time you had a sleepover? In a protected, comfy slip?

Tenants and guests are invited to sail the Estuary Stroll on Saturday, June 23, celebrate Summer Sailstice at Encinal Yacht Club and then sleep over aboard at Marina Village.



Visit Our Marina



A few choice slips remain — you might just stay a while!



**OPEN BOAT WEEKEND
JUNE 9-10**

MARINA VILLAGE

Much More than Just a Marina

www.marinavillageharbor.com

(510) 521-0905

LETTERS

lines. It was night, of course. It always is when things go wrong. My husband was below and I was on watch when something seemed to be amiss. It turns out that we were going around in circles at six knots. It's an interesting thing to do because the compass goes crazy. It also gets attention. A nearby buddyboat called wanting to know why they kept seeing our red light, then our green light, then our red light again.

It seemed odd that starting the autopilot wasn't a problem but turning it off had its complications — or was it that I was just dizzy? Slowing our boat down helped with the course, but trying to turn the wheel back to our original course seemed harder than it should have been. At least we were miles from land so there was no reason to panic. We figured that we'd probably picked up a line or net around the rudder. Fearless as we are, neither of us was going to go overboard at night to look.

The rudder seemed to get stuck in a position that luckily was close to our course toward Mazatlan. We were 59 miles out, but didn't want to go more than four knots, fearing the rudder might move suddenly. We resigned ourselves to the fact that it would be a long night, but when we were 19 miles out of Mazatlan we heard our buddyboat talking to the port captain's office. In fact, he was describing our situation. I managed to get in on the conversation and report our position. I felt we were on good terms with the port captain, since out of respect we always check in and out. Nonetheless, I was pretty surprised when I heard the port captain talking to the Navy, then the captain of the Navy vessel *Rescati*.

One hour later, our knights in blue and yellow arrived with smiles on their faces and a friendly "hola." After requesting permission to come aboard — no easy task given the way the two boats were rocking — the captain decided he would send a diver down to check on our rudder. While the diver was down there, we were to start the engine and do about three knots while making some turns. Yikes! Some line or something must have fallen off, because nothing was amiss any longer. Regardless, we were advised to take it slow and steady when entering the marina.

The wonderful young men of the Mexican Navy stayed with us for a few miles until they felt we were safe enough to enter the harbor. We asked how we could pay for their help and were told there was no charge, but we should pass the word to other cruisers that the Mexican Navy is always happy to help.

Arriving at the entrance to the channel, we were met by a small powerboat with a uniformed man on board. He gave us instructions on when and how to negotiate our way through the breakers that were hitting the seawall. Friends were waiting to grab our lines as we came into the slip.

We are now home in Colorado listening to how many shootings there are in Albuquerque and Phoenix, and thinking how dangerous it is in the United States. But as they say, it's all relative!

Beryl & Ron Seabourn
Sea Bourn, Hunter Passage 42
Durango, CO

↑↓ WHY THE VIETNAMESE DIDN'T LOSE THE WAR

The letter about California boat taxes brings to mind the way the Vietnamese peasants avoided such impositions. Their boats had a lashed-together wood frame covered with matting that was waterproofed with buffalo shit. When the taxman was nigh, the craft was quickly dismantled and any queries were met with wide-eyed denial. "Boat? What boat? We just have this matting that got messed up by the animal." Alas,



Audi

MELGES²⁰

2012 NORTHERN CALIFORNIA & INTERNATIONAL SAILING SERIES

DELTA DITCH RUN

(2012 Northern California Series)

June 2 ★ Richmond Yacht Club; Richmond, CA

EASOM REGATTA

(2012 Northern California Series)

July 21-22 ★ San Francisco Yacht Club; San Francisco, CA

(USA) MELGES RACE WEEK

August 18-19 ★ San Francisco Yacht Club; San Francisco, CA

SAN FRANCISCO NOOD REGATTA

(2012 Northern California Series)

September 22-23 ★ Corinthian Yacht Club; San Francisco, CA

PACIFIC COAST CHAMPIONSHIP

(2012 Northern California Series)

September 29-30 ★ Corinthian Yacht Club; San Francisco, CA

(USA) U.S. NATIONAL CHAMPIONSHIP

October 5-7 ★ Corinthian Yacht Club; San Francisco, CA

(USA) 2013 MIAMI WINTER SERIES EVENT NO. 1

December 7-9 ★ Coconut Grove Sailing Club; Miami, FL

★

(USA) 2013 MIAMI WINTER REGATTA | EVENT NO. 2

February 9-10 ★ Coconut Grove Sailing Club; Miami, FL

(USA) 2013 MIAMI WINTER SERIES EVENT NO. 3

March 7-9 ★ Coconut Grove Sailing Club; Miami, FL

Visit the official website of the International Audi Melges 20 Class Association at MELGES20.COM for a complete list of 2012 events and beyond.

Supported by MELGES — WORLDWIDE.

Visit the World Leader In Performance One Design Racing on the web:
MELGES.COM ★ MELGESEUROPE.COM ★ MELGESASIAPACIFIC.COM

MELGES20.COM ★ [FACEBOOK: MELGES 20](https://www.facebook.com/MELGES20) ★ [TWITTER.COM/MELGES20](https://twitter.com/MELGES20) ★ [YOUTUBE.COM/IM20CA](https://www.youtube.com/IM20CA)

REICHEL PUGH
YACHT DESIGN

Two Unique Boat Products From Scandia Marine

MARINE LADDERS

DEPLOYABLE FROM THE WATER



THE LINKS MAKE IT RIGID

- Electropolished 316 Stainless
- Easily Extended and Collapsed
- Rigid - Will Not Kick Under



UP-N-OUT

ULTIMATE MARINE LADDERS By Scandia Marine Products

ColorWheelz

VINYL DIPMOLD WHEEL COVERS



**FREE Return Shipping
On Wheels Under 40"**



or call: (651) 464-5058

www.scandiamarineproducts.com

LETTERS

in the United States, fiberglass is not a natural product.

I grew up in the United Kingdom, where boats weren't taxed. Even the hoi polloi could afford a humble craft — per-



WEBB LOGG

When the tax man comes, it's a big rice bowl. When he's gone, it's a woven Vietnamese fishing boat.

haps a converted lifeboat — sitting in the mud at half-tide moorings. Arriving in America in the mid-'50s, I was appalled to find that boats, even homemade ones, were taxed. One remedy was to buy surplus U.S. Navy craft. I contrived a usable motorsailer from a 36-ft launch, which I christened the *Earl Grey* after

the tea — a riposte for the Boston Tea Party perhaps. When threatened with a high tax assessment, I produced a receipt showing that I'd bought the boat for \$126.

Increasing prosperity allowed me to own more proper yachts — but not in California. In the '80s, low fares and hassle-free flights made it less expensive for me to own and keep a boat in England. At different times I had a 48-ft Dutch trawler and a 43-ft teak ketch. More recently, falling prices have allowed me to keep a modest sailboat in California.

I find it ironic that a country established by opposition to taxes now charges higher taxes than are levied in the mother country.

Michael Barton
Dolly Grey, Aries 32
Sunnyvale

Michael — According to Los Angeles County District Attorney Steve Cooley, some people who own big buildings in Los Angeles had a way of getting the assessment of their property lowered, which resulted in their tax bills sometimes being reduced by more than \$100,000 a year. The property owners just made a contribution to the re-election campaign of Assessor John Noguez. To make the story even more juicy, the public employee union that represents Assessor Department employees ordered members to refuse to cooperate with prosecutors! If you think we're making this up, we read it in the L.A. Times — right after the story about 33-year-old Desmond Hatchett of Knoxville, who has fathered 30 children with 11 women but is asking for a break in child support payments because he has a minimum-wage job.

If you're an honest and productive citizen of this state and country, do you ever get the feeling that you're in the minority, and that you're carrying way more than your share of society's load?

⇕ **YOU MAY NOT KNOW JACK . . . LONDON**

Just a literary note on your mention of China Camp in San Pablo Bay. Jack London wrote exciting sailing stories about his time in the Fish Patrol near the Bay's entrance to the Delta. Some of your readers may enjoy them. They do, however, exhibit all of London's racism and WASP machismo. On the other hand, he loved boats and wrote exciting stories of sailing on the Bay. Here's a taste from *White and Yellow*, where he wrote about sailing within sight of the Chinese fishing villages:

"When I was a youngster of 16, a good sloop sailor and all-around Bay waterman, my sloop the *Reindeer* was chartered by the Fish Commission, and I became for the time being a deputy patrolman. After a deal of work among the Greek fish-

35-50' slips available

Own a Dock on San Francisco Bay Perfect Location - Great Investment!

EMERY COVE
YACHT HARBOR

Come secure a front row seat for the cup races in 2012-13
August 21-26 2012 | October 4-7 2012

- **BUY A SLIP** - Save money and earn equity! Enjoy tax savings. Listings start at \$38,000. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- **RENT A SLIP** - 35-60' slips, rates from \$9 to \$10 per foot.
- **AMENITIES** - Free Wireless Internet and Marina Guard® ground fault monitoring.

ON PREMISES

- Emeryville Yacht Club
- Mathiesen Marine
- Michael Wiest Yacht Sales
- SailTime



CALL FOR A MARKETING PACKAGE | 510-428-0505

3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com



53 years of worldwide service ~ Shipping to every ocean

- Expert staff
- Used hardware
- Special Orders
- Lowest Prices for new items
- Service loft, modifications, cleaning and repairs

SAILS ♦ SHIP STORE ♦ CONSIGNMENT

10,000 Used Sails in Stock! FREE T-shirt with purchase.

(410) 263-4880

www.BaconSails.com

116 Legion Ave., Annapolis, MD



Watermakers Since 1987

SPARKLING FRESH WATER, POWER, AND REFRIGERATION FROM THE SEVEN SEAS



AquaGen combines the quality, simplicity & reliability of AquaMarine, Inc. watermakers with the durability of the Kubota 150 amp 12V diesel generators. This compact low fuel consuming AquaGen is a powerhouse, capable of producing up to 150 amps, and 8 up to 62 GPH of fresh potable water from any water source. Make fresh water, refrigeration, and also charge your batteries all at the same time! A hydraulic pump may also be added to run your dive compressor, windless, bow thruster, or emergency bilge pump. Ideal for longterm cruisers or weekend wanderers. We custom engineer our systems to fit any size vessel or cabin site. Electric, Hydraulic, or Belt Driven Modular Kits are also available. Visit our Website for more information.

QUALITY AT AFFORDABLE PRICES. LIFETIME WARRANTY ON PUMP HEAD AND PRESSURE VESSELS.

AquaMarine, Inc., 58 Fawn Lane (P.O. Box 55) Deer Harbor, WA 98243 USA
(800)jor(360) 376-3091 Fax (360) 376-3243

www.aquamarineinc.net

EVOLution Winches

Lewmar has fused its legendary quality with state of the art technology to offer the most advanced winch range ever; the EVO.

Lewmar believes in evolution not revolution – We have been evolving and improving winch technology for almost half a century.

Customer Focused

Racing Sailors liked the alloy, needle-peened finish of our winches. Their only request was that they'd like it in black. The good news is we have it in black, grey and chromed bronze finish.

Cruising Sailors confirmed they want a proven quality winch that could be serviced without any tools, they wanted to be able to put the winch together themselves, and they also wanted a reliable and predictable grip.

With many sailors only chartering boats for a few days a year, safety is key in any new developments. We have included some simple safety features; the direction arrow which means all your crew load the line on (feed) the winch correctly and a flush top, both make sailing more fun for the entire family.



Features

- 3 great finishes - black alloy, grey alloy & chromed bronze
- Easy to service - no tools required
- 7 year warranty
- Convertible to electric



LEWMAR

Info@lewmar.com • www.lewmar.com

LETTERS

ermen of the Upper Bay and rivers, where knives flashed at the beginning of trouble and men permitted themselves to be made prisoners only after a revolver was thrust in their faces, we hailed with delight an expedition to [the beaches of Points Pedro and Pablo] against the Chinese shrimp-catchers."

Rick Kennedy
Pt. Loma

Rick — For those who may have forgotten, Jack London (1876-1916) was born in San Francisco, and attended Oakland High School and for a short time the University of California. However, he did most of his reading and studying at dingy Heindol's First and Last Chance saloon in what is now Jack London Square and the site of the annual Strictly Sail Pacific Boat Show. London's most famous works were Call of the Wild and White Fang, both set in the Alaska Gold Rush, but he also wrote about the South Pacific and San Francisco Bay. Although London became one of the first authors to make a fortune writing fiction, he was a big socialist and fought for union rights.

That there is racism in London's writings is interesting because ex-slave Virginia Prentiss was a maternal figure throughout his life. This all happened because London's mother wounded herself in the head with a gunshot when her husband, who claimed he wasn't London's biological father, demanded that she get an abortion. Upon London's birth, his mother turned him over to Prentiss for several months.

↑↓ GET THE CORRECT VERSION

Thanks for the great magazine, but regarding purchasing a new iPad for navigation, I think it's important to inform your readers that a wi-fi + 4G version is necessary because only it has assisted GPS and GLONASS.

Ted Gay
Alpenglow, Tartan 3500
San Diego

Ted — We're going to assume that you and the geniuses at the Apple Store know more about this than we do. All we know is that our now ancient iPad, which is wi-fi + 3G, runs the Navionics programs just fine, even when well out of wi-fi and 3G range.

↑↓ ACTUALLY, THERE MAY BE A LITTLE MORE

The better way — read 'only way' — to buy batteries with 100% confidence is the way commercial truck fleets do it. They buy from Interstate Batteries, Co. When a company sells/manufactures only batteries, their business depends on 100% performance! Need I say more?

Tom Horn
Sausalito

Tom — We can see a certain logic to your thinking, but the problem is that according to the Interstate Battery retail locator, they have only four marine battery outlets in the Bay Area. Two are in San Rafael, and there isn't a single one in the East Bay. That's not much in the way of convenience. And with so few marine battery locations, you'd have to worry about selection, too.

We think the most important thing is to test the battery with a tester — they cost about \$50 — before taking a battery away from the retailer. We previously reported on a case where a buyer hadn't done that, and thus didn't find out the battery was bad until he'd gone to all the trouble of installing it on his boat. While in St. Barth, Capt. Tom on the legendary Herreshoff 72 Ticonderoga did the same thing. But in his case, the battery

PHOTO: DAVE TOWLE



Discover
Brisbane
Marina



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

400 Sierra Point Parkway
Brisbane, CA 94005

www.ci.brisbane.ca.us

(650) 583-6975

harbormaster@ci.brisbane.ca.us

GREAT LOCATION! Just minutes to Central Bay sailing.

GREAT STAFF!

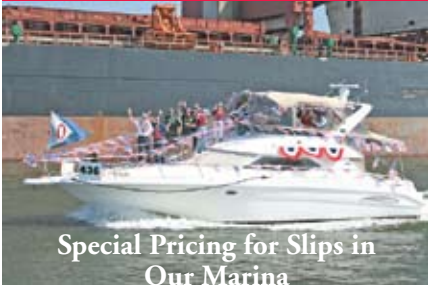
GREAT RATES! Starting at \$6.02/foot!

MARINA GREEN with picnic/BBQ areas, Bay Trail Access and FREE Wi-Fi.

**HOME OF THE
SIERRA POINT YACHT CLUB**



#1 For Cruising Fun



Special Pricing for Slips in
Our Marina



20+ Cruise-Outs/Year
20+ Social Events/Year
Host 25 Races/Year
Full Dining/Bar
OYC Owns 220 Slips

Cruise,
Race,
Socialize


Oakland Yacht Club
in Alameda, CA Est. 1913

Call For a Tour of Our Clubhouse and Marina

www.oaklandyachtclub.net

(510) 522-6868

Captain's License

Maritime  Institute

Captain's License Training

Maritime Institute has a course Near You!
From *San Rafael* to *San Diego*
or *On-line* at your own pace

- ✓ OUPV up to 100 GT
- ✓ Able Seaman
- ✓ Radar and Radar Renewal
- ✓ FCC License Exam - MROP
Marine Radio Operator Permit

Toll Free: 888-262-8020

www.MaritimeInstitute.com

NEW WYLIECAT 40



Safe, fun, fast.
Race, cruise, or charter.



bemark YACHTS

BROKERAGE BOATS

Islander 4-Cab	53'	1979
Jenneau DS	42'	2008
Wyliecat	40'	2013
O'Day	40'	1986
Nantucket	38'	1984
Hershine	37'	1978
Irwin CC	37'	1981
Hanse 350	35'	2008
Bristol 31.1	31'	1983
Wyliecat	30'	2013
Catalina tall rig	30'	1978
Catalina 250	25'	2002
Boston Whaler	21'	1995

Inquire about our Wyliecat 65' for corporate and private charters for parties of 15-35.

310 Harbor Drive, 2nd Floor, Sausalito, CA
415/332/6585

Larry R. Mayne, broker B-02871
John Saul, bemarkyachts@gmail.com

LETTERS

was an 8D. Man, are they heavy! In the case of the other battery buyer, when he went back to the store for a replacement, he found the other batteries were bad, too.

We think a proper battery tester is an 'ounce of prevention'. If you don't have one, check for a black sheen on the bottoms of the battery caps. A new and good battery shouldn't have a black sheen.

↑↓ JUVENILES HAVE MORE FUN THAN ADULTS

The *Un-Zen Delivery* story in the May issue about the Wanderer and Doña de Mallorca's sailing the Olson 30 *La Gamelle* the last 250 miles from Martinique to St. Barth was fabulous. It was great writing — some of *Latitude's* best — about a great adventure. I guess de Mallorca and the Wanderer are becoming kids again, which is a good thing, because juveniles usually have much more fun than adults.

In any event, the story reawakened my feelings about the sea and sailing. So I'm thinking about getting an Etchells, and am getting ready to find a boat to rent over this summer for the America's Cup World Series, and then again for the real thing in '13.

By the way, *Solar Planet*, the Beneteau 51 that I owned and sailed in the '04 Ha-Ha, is on her way around the world.

Leif Vasström
ex-*Solar Planet*, Beneteau Idylle 51
San Francisco

Leif — Given this era of less editorial space, we had serious reservations about indulging ourselves with such a long article. But if it got you jonesing for boats and sailing again, we figure it was worth it. By the way, the adventure didn't make us feel younger, but it made us feel as if we were living life to the hilt. And we suppose that's about all you can ask for.

↑↓ MY SON RACES AN OLSON 30

The Wanderer's report on the *La Gamelle* delivery to St. Barth was very entertaining. My son Andrew Zimmerman singlehands his Olson 30 *Warpath* on the Bay, and got first in the Great Vallejo Race and second in the Stand Down Race. He was thinking about doing the Singlehanded Farallones Race — which was rescheduled to August 4 after the Coast Guard called for a stand down — and that concerns me, as he hasn't done that type of race before and the Olson is such a light boat. I've done the crewed Farallones a couple of times on the Farallone Clipper *Hoyden II* with Bill Trask, and the Buckner, so I have an idea of what it can be like out on the ocean. But in any case, it was a good read.

Robert Lockwood
Celebration, Gulfstar 50
Alameda

Robert — The Farallone Clipper and Olson 30 are about as different as two designs can get. As you no doubt know, the Stephens Brothers of Stockton built 19 of the Clippers between '40 and '64. Although the Olson 30 is eight feet shorter than the Farallone Clipper, it has almost the same waterline and beam, but displaces about half the weight of just the Clipper's keel. Which is, of course, why Olsons are so lively and surf so well, and why Clippers have a slower motion and don't surf. By the way, we have nothing but respect for you older hands who did the Buckner to Bodega Head and all the other hard-core ocean courses that haven't been attempted in years.

↑↓ WORKING WITH GEORGE IN THE CHICKEN COOP

The report of the *La Gamelle* delivery to St. Brats was ter-

Yachtfinders/Windseakers

in the heart of
San Diego's boating community

2330 Shelter Island Dr. # 207, San Diego, CA 92106

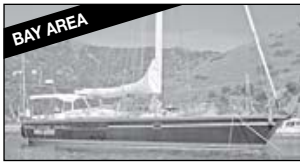
info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189

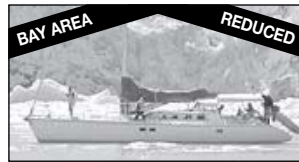
LEADER IN
BROKERAGE SALES
ON THE
WEST COAST!



62' DYNAMIQUE, '84 \$249,900
Due to a change in plans, *Magick Express* is regretfully offered for sale. Transferable slip in Point Richmond, CA. Cruise in style!



58' FARR, '87 \$325,000
Fast, light, and easily driven, she sails effortlessly on all points of sail, and her hull and deck provide excellent insulation.



48' GARCIA CUSTOM FIN KEEL, '90 \$349,500
Major refit in 2009-10. Rig was pulled and checked, and all fittings, hatches, and ports were removed and either rebuilt or replaced.



48' DUFOR PRESTIGE, '95 \$137,500
Recent upgrades include her non-skid deck, upgraded sail inventory, new interior cushions, and more. An absolute pleasure to sail.



45' TRITON PACIFICA, '74 \$74,900
This heavily constructed cruising vessel allows a large family or group of friends to move about without falling over one another.



38' HUNTER 380, '99 \$94,900
Roller furling main and jib, renewed salon cushions and many extras. Her engine has been replaced recently for added horsepower.



38' CATALINA S&S 38, '80 \$45,000
An exceptionally-equipped and maintained Sparkman & Stephens 38, *Showtime* has been continually upgraded over the years.



36' NEW YORK, '82 \$15,500
This classic racer/performance cruiser has undergone an extensive refit. Functional layout below keeps family and crew happy.



30' CATALINA, '83 \$19,900
Her conscientious seller is hoping to find the next owner who will appreciate her condition and care and love the boat as he has.



30' NEWPORT MkIII, '83 \$21,500
The sellers have owned *Happy Ours* since she was new and they want the new owners to have as much fun with her as they had!



30' LM PILOTHOUSE, '84 \$49,500
Wheel steering from pilothouse with 360-degree visibility during inclement weather. Efficient rig. Easy to singlehand.



28' CAPE DORY, '81 \$25,000
Anatrina has been regularly updated and well cared for by her current owner. She is turnkey and ready to go.

OFFSHORE

Racing or Cruising
Offshore?

Buy, rent or service
your liferaft at Sal's!

INSHORE

Cruising the Delta or
the coast of Mexico?

A quality, hypalon
tender is the way to go!



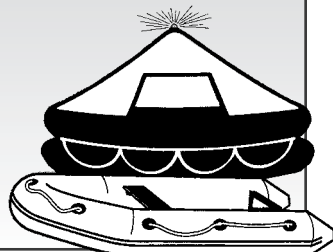
SAL'S
INFLATABLE
SERVICES, INC.

PHONE (510) 522-1824

FAX (510) 522-1064

1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatableservices.com

SALES • SERVICE
RENTAL • REPAIR



WE HAVE 170 BOATS FOR SALE

VISIT OUR WEBSITE:

www.mazmarine.com



MAZATLAN:

1-855-892-2487 or 1-8558-YACHTS

LA PAZ:

1-855-225-2729 or 1-855-22-LAPAZ

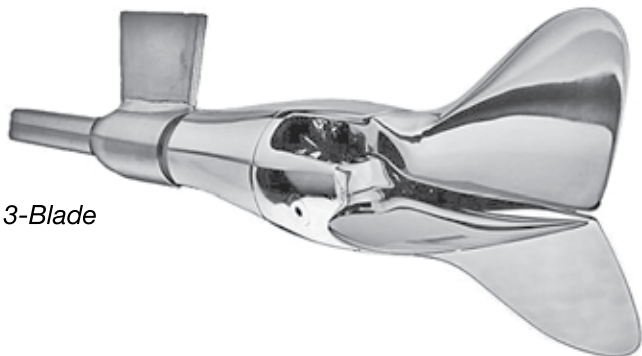
SAN CARLOS:

1-855-846-7245 or 1-8558-GOSAIL

PUERTO VALLARTA:

1-855-789-2248 or 1-855-PVYACHT

Gori propeller



3-Blade

- For shafts and saildrives
- Both 2 & 3 blade available
- Lowest drag when sailing
- The champions choice

CALL US TODAY!
800-801-8922



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com

SHAFT SHARK

*The best rope,
line and debris
cutter there is!*

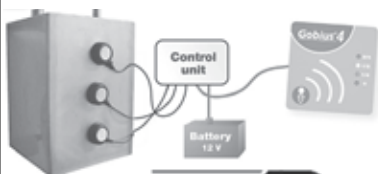


401-847-7960
sales@ab-marine.com
www.ab-marine.com



Gobius⁴
Level
indicator

**Installs and
measures from
the outside**



**Do you know how
full... or empty your
tanks are?** Gobius will
tell you... no matter what
material your tanks are.
Simple, easy installation...
no holes to drill.



401-847-7960
sales@ab-marine.com
www.ab-marine.com

LETTERS

rific. No matter if you're going uphill or downhill in the Caribbean, it can be tough. But having done it myself, I think you described it perfectly. Especially since you did it on a \$5,000 boat built and designed by George Olson — whom I had the pleasure of working with down at Bill Lee's Soquel 'Chicken Coop' so many years ago. A 30-ft ultralight without a dodger or reef points in the Caribbean? Good on ya, mate!

Rick Meyerhoff
Maya, LaFitte 44
Sausalito / Caribbean

Rick — We don't know if "St. Brats" was intentional or a typo, but it got a big laugh out of us and some of the locals who have a sense of humor about the billionaire buffoonery they sometimes witness.

We're glad you enjoyed the tale, but there's a little more to it. We're lucky we kept things simple on La Gamelle until we got to St. Barth, because once there we decided to try out our new Harken roller furling and new Pineapple #4 — with disastrous results. Ignoring powerful resistance, we foolishly continued grinding on the winch to furl the tiny headsail — until it twisted the 7/32nd headstay wire right out of the swage fitting at the top of the mast. Down came the headstay! The foil! And the sail! The only thing that kept the mast from falling was the baby stay, which we thankfully hadn't yet had time to remove.

A quick look at the furler instructions solved the mystery of what had gone wrong. "Don't be an bloody idiot," the instructions read. "Unless your mast was specifically designed for roller furling, you will need a restricting block near the top of the mast to keep the dang halyard from wrapping on the foil, which is the number one cause of furling disasters. A restrictor block is especially needed on boats such as Olson 30s, where the headstay and halyard connect with the top of the mast at the same height."

We don't know if making sure there was a restrictor block on the mast was the responsibility of the riggers who put the furler together, the boatyard who put the mast up, or us who did not oversee the project as closely as maybe we should have. All we know is had that swage failed during the trip from Martinique to St. Barth, we would have had a big problem.

Getting La Gamelle sailing again at an island where the only way to lift the mast out is with a prohibitively expensive \$1,000+/hour crane proved to be a frustrating and expensive

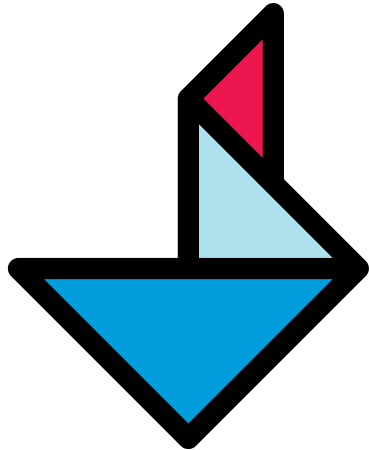


LATITUDE / RICHARD

experience. First there was the incompatibility of a California boat with standard measurement shrouds and terminals in a metric part of the world. A big honcho at FKG Rigging in St. Martin, probably the biggest and most sophisticated rigging outfit

in the Caribbean, assured us that we could put a 5mm Norseman swageless terminal on a 7/32-inch headstay. When we got the 5mm Norseman back to the headstay in St. Barth, we quickly learned that Mr. FKG was flat-out wrong.

It took us about 100 readings of the furler instructions to understand that in order to replace the upper terminal, we had to take every single piece — and there were about 50 — of the furler system apart before we could re-snake the repaired headstay down the foil. That was no easy task, as some of the



SAN FRANCISCO BOATWORKS

San Francisco's boatyard | sfboatworks.com

Marine parts and supplies



Complete haul and repair



Engine repair and service



**Contact us for seasonal
discounts & special offers**

Authorized dealer for:

YANMAR

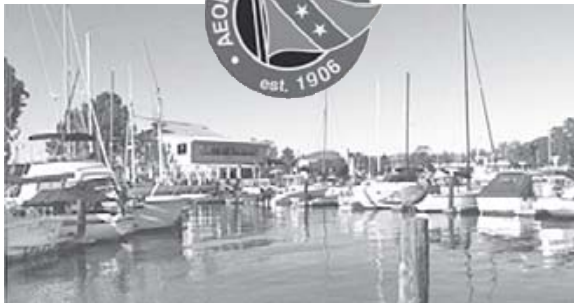
**marine services
for power & sail**

415.626.3275

info@sfboatworks.com

835 Terry Francois St.

San Francisco, CA 94158



Aeolian Yacht Club

A private, full-facility marina in Alameda with shop, kitchen, and berths under \$5/foot.

**SUMMER SPECIAL
FOR BOATS NEW TO OUR HARBOR:**

**Every 3rd month FREE
during the first 12 months!**

Membership required. Reduced initiation fee: \$200

www.aeolianyc.com

(510) 523-2586

Direct benefits

It's easy! With your new sail order from *North Sails Direct* you measure, you SAVE, you get the best. *Contact us today!*

FREE!
**ONE YEAR
SAIL CARE
& REPAIR**
with purchase of a new North sail*

*Restrictions may apply. Ask your North Sails Direct representative for details.

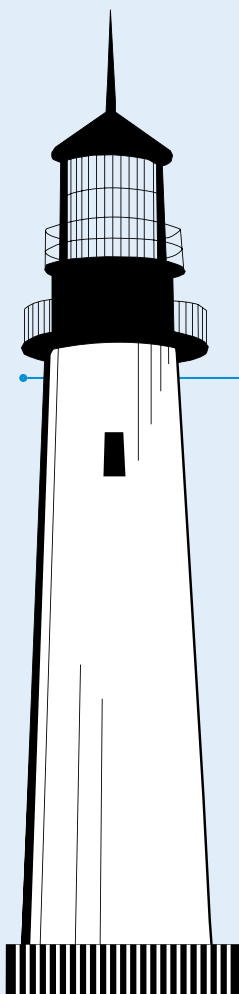
**NORTH SAILS
direct**



northsailsdirect.com or call 888-424-7328

Boat size restrictions may apply.

BLUE WATER YACHT INSURANCE



Blue Water Yacht Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere, and is the leading innovator of insurance products for the offshore sailor.

Our Insurance Programs Provide:

- Crew of two anywhere
- Worldwide Navigation
- Hawaii
- Caribbean
- South Pacific
- Mexico
- Charter Boats
- Multihulls
- Liveaboards
- Racing Boats

Quality Rated Insurance Companies

Boats aged 1 to 40 years • "Agreed Value"
"All Risks" • "New for Old" replacement partial losses
Hulls valued \$50,000 to \$25,000,000

Worldwide Health Insurance

International and USA health insurance plans at affordable prices.



BLUE WATER
INSURANCE

Call Toll Free
(866) 463-0167
Fax: (866) 795-3707
sales@bluewaterinsurance.com

Quote requests
Visit our website

www.bluewaterinsurance.com

LETTERS

foil sections were secondarily bonded with 5200. Harken says you can free up 5200 inside the foils by heating it with a torch. We've got 25 cents that says you can't. It took us highly-levered brute force to pull the foils apart.

Taking the furler apart and putting it back together was like learning a crappy computer program. It was difficult to do the first time, but from now on it would be a snap. After several weeks of the distractions of work for the magazine and getting the necessary standard parts, we finally got the headstay back up and La Gamelle sailing again. Alas, not with the new sail or the roller furling working. Those are things we get to look forward to next season.

Before we undertook the great La Gamelle Adventure, we told friends that it was going to be either one of the most foolish things we've ever attempted, or one of the most delightfully adventurous. It's clearly been the latter.

↑↓ THE PORT CHICAGO 50

During our recent mini-cruise to China Camp, we spent one night anchored next to the wreckage of the *Quinault Victory*, one of the two ammunition ships that blew up during the Port Chicago disaster in July of '44. The other ship, the *USS Bryant*, "vaporized", so no identifiable remains were ever found. But the steel structure seen in the accompanying photo was blown about a mile away.

The blast that destroyed the ships and their crews registered as a 3.4 magnitude earthquake on the Richter Scale in Berkeley. The town of Port Chicago was nearly leveled, and



US NAVY

The explosion at Port Chicago in '44 killed more than 320 men, 200+ of them African-American.

bodies and debris rained down from the sky for miles around. A total of 320 men lost their lives, and another 390 were injured. Most of the dead and wounded were African-Americans. The incident was not widely reported at the time because there was a war going on, but also because it would have highlighted the fact that our military was segregated at the time. Some would say it still is, but it's getting harder to argue the point with an African American president in the White House.

Anyway, if anyone finds himself sailing past Port Chicago, he might take a moment to remember the many souls who were lost during that horrific moment in time. If you wish to see the wreck for yourself, it's located at 38° 04.651N, 122° 01.429W.

On a lighter note, we caught a huge sturgeon — too big to keep — while anchored by the wreckage, and had a great time rafting up with friends at China Camp.

John Curtis
Cool, Cross 42 tri
Bay Point

John — Just to make sure nobody gets confused, China Camp is located at the southern entrance to San Pablo Bay, and is therefore about 25 miles west of Port Chicago, which is located in Suisun Bay, halfway between Benicia and Pittsburg.

The part you left out of the Port Chicago story is that the servicemen, almost all of them African-American, believed



Alaska Eagle Crew Reunion

If you've sailed aboard *Alaska Eagle* in the last three decades you're invited to a special event this summer.

Celebrating

30 YEARS - 300,000 MILES - 3,000 SAILORS

July 27, 2012

On the Bay Front Newport Harbor

6:30 PM

Cocktails and Dinner

For reservations and more information contact:

Brad Avery – brad@occsailing.com

Sheri Crowe – sheri@occsailing.com

Karen Prioleau – karen@occsailing.com

Or call or visit us at:

949-645-9412 www.occsailing.com

Join your shipmates and the extended *Alaska Eagle* family in celebrating three decades of voyaging and sail training to some of the most remote islands and landfalls in the world. This relaxed summertime barbeque event on Newport Harbor is dedicated to the great stories and friendships generated by 300,000 miles of offshore sailing. *Alaska Eagle* will be dockside for tours. Take the helm, check out your bunk, and for a moment, relive your ocean voyage.

Let Hydrovane sail you home safely.



▲ Najad 520



Latest ARC survey -
Hydrovane again the most popular wind vane.

Totally independent self-steering system and emergency rudder... in place and ready to go.



WWW.HYDROVANE.COM



SURVIVE YOUR DREAM

1.604.925.2660
info@hydrovane.com



**VALLEJO
MARINA**



Gateway to the Bay & Delta

The North Bay's Only Full-Service Marina!

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



(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

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



STRONGER THAN STEEL STS-12

At **New England Ropes**, we know that achieving excellence is a team effort. That is why we partner with world champions, leading riggers, and top retailers to create innovative, high quality products like **STS-12**, that never compromise on strength, durability, or performance.



*New England Ropes:
Trusted and tested by the
industry's best since 1967.*



STS-12 is the latest innovation in high performance cordage solutions from New England Ropes.

Features:

- 100% Dyneema® Fiber
- High tensile strength
- Ultra low elongation
- Marine Tech Coated to improve durability, fiber to fiber abrasion, and UV resistance



Available at leading riggers and marine shops nationwide.

New England Ropes • 848 Airport Road • Fall River, MA
800-333-6679 • www.neropes.com

LETTERS

conditions were unsafe even after the explosion, which led to protests and eventually the Port Chicago Mutiny. The 'Port Chicago 50' were convicted of mutiny and given long sentences. Nonetheless, there was enough public pressure to reconvene the court martial board, which again found the 50 to be guilty. But a continued public outcry about this and other racial matters resulted not only in all 50 being released soon after the war, but in the beginning of the desegregation of the Navy.

A detailed investigation of the explosion revealed that all of the loading officers were European Americans, while all of the



US NAVY

petty officers, and the laborers whom they supervised, were African Americans. The whole bunch of them were considered to be close to the least competent in the Navy, and there was also

The protests against unsafe working conditions were called a mutiny by the Navy.

lots of animosity. The loading

officers often placed bets on their teams' being able to load faster than other teams, the petty officers were considered slave drivers or Uncle Toms, and safety regulations and practices were regularly ignored.

There was actually a little humor in the story later on. Members of the Manhattan Project studied the post-explosion cloud and wrote about it. Then in '80, one Peter Vogel discovered documents at a rummage sale in Berkeley, and developed a theory that it had actually been a nuclear explosion. For the next 20 years, Vogel continued to hunt for clues to support his theory and eventually wrote a book. Experts who examined his claims later criticized Vogel for being silent about all of the opposing evidence, and described his work as exemplifying "the process by which conspiracy theories and other astounding knowledge claims gain popular attention." A process that is well-known in Berkeley.

The story of the Port Chicago 50 was the basis of *Mutiny*, a made-for-television project that aired in '99 and starred Morgan Freeman. It's a much richer story that warranted full-blown treatment on the big screen.

↑↓ **SIMPLE, RELIABLE — AND CHEAP!**

The Wanderer may remember us from Mexico in '82 when he had his Freya 39 *Contrary to Ordinary* down there at the same time we were there with our Endurance 35 *Nanamuk*, a boat we still have and keep in front of our house. We're writing to say that our boat has had the same sight-glass fuel gauge since we built her in '78, and it still works great.

The sight glass itself is a clear PVC tube that runs outside the tank from almost the very bottom to the top. There are ball valves at both the top and bottom, which are normally left closed in case of fire or to prevent a spill if the PVC pipe were to be broken. We only open the ball valve to check how much fuel we have. With the tank empty, I added five gallons of fuel at a time, and marked the bulkhead behind the sight glass so that I know how many gallons we have left in the tank or can safely add.

Every surveyor has passed this system. The only maintenance has been to replace the PVC tube, which I do when I take the nipples out to use the holes for cleaning the tank. I

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



CPYC
Youth Sailing Classes
beginning in June.
Call Laurel Reid at
(650) 504-5061
for details.



BERTHING

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



FUEL DOCK & PUMP OUT

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

Fuel Dock
will be closed
month of June
for repairs

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

Raymarine

Most orders
placed by 4pm ship
the same day!



Item 259226

e7D Radar Bonus Pack

- **Save over \$340** by buying the package over individual components
- Includes USA Coastal navigation charting, digital radar, Bluetooth remote control and radar cables
- Wireless streaming & Bluetooth capability
- 7" diagonal HybridTouch screen, 800 x 480 screen resolution
- 18" dome with 4kW transmitter; max range of 48 nm
- Horizontal beam width of 4.9°

\$150 American Express Prepaid Rewards Card with purchase*

*Offer valid March 29, 2012 - July 9, 2012

FREE CATALOG!



Defender

www.defender.com • 800-628-8225

The Brands You Want and Trust for Less!

COVER CRAFT

Tired of being

COLD AND WET?

Get some protection from wind and spray!

SAIL in COMFORT
 with a dodger from Cover Craft



All sewing in Tenara thread.

- Classic dodgers and biminis
- Drop-top folding dodgers
- Custom canvas for sailboats

560 W. Cutting Blvd., #2
 Richmond, CA 94804
 Inside the KKMI boatyard

(510) 234-4400

Quality
 Yacht
 Canvas

RACING & INSURANCE

from your local sailing
Farmers Insurance Agent



PAPERWORK

RACING:

A strategy not just a course sheet

INSURANCE:

A plan not just a policy

PROTECTION

RACING:

Protecting your lead

INSURANCE:

Protecting your assets

**Learned on the race course –
applied to your life.**

Talk to **CHRIS BOOME**

CA Insurance License #OA99058



FARMERS

to work out your strategy.

(800) 853-6504

www.farmersagent.com/cboome

cboome@farmersagent.com

Home • Auto • Life • Marine

Don't let a bad day create a bad life!

LETTERS

clean the tank by using a lint-free rag on a stiff wire, which allows me to swipe the whole interior of the tank. Like the rest of *Nanamuk*, the fuel gauge is simple, reliable — and cheap!

P.S. We were one of the lucky ones who sailed away from Cabo during the famous 'Storm of '82' that caused so many of our friends to lose their cruising boats on the beach. Instead of staying on the lee shore at Cabo, we took off up to La Partida in the stormy conditions. As it turned out, we had a great run under the storm jib. We are on the *Latitude* Circumnavigator's List, having gone around from '94 to '01 on our second cruise. We live on Protection Island in Nanaimo Harbor with the boat anchored out front, and would love to show you some Northwest hospitality.

Rob & Grace Dodge
Nanamuk, Endurance 35
Protection Island, WA

Rob and Grace — Thanks for the invite! You not only belong on our Circumnavigator's List, but also our 'Over 30' list for folks who have owned the same boat for over 30 years. Simple, reliable and inexpensive — we love boat gear like that.

We received an astonishing number of responses to our question about fuel gauges. Alas, most will have to wait until next month.

↑↓ WE HAVE YET TO BE RUN DOWN BY A SHIP

We seldom concern ourselves with navigation lights on cruise ships, mainly for the reason *Latitude* states — you can't see them. However, we developed a sure-fire method that has always worked for us, even when we can't see the navigation lights. If the ship is going from left to right, we are looking at her starboard side. If she is going from right to left, we are looking at her port side. And if she is getting closer, she is coming toward us. This method has always worked for us and we have yet to be run down by a ship.

Bill Yeargan & Jean Strain
Mita Kuuluu, Irwin 37
Honolulu

Bill and Jean — If it's that simple, why bother requiring navigation lights on ships at all? As you'll see from the following letters, it's a slightly bigger problem than you seem to think, even for some of the most experienced sailors in the world.

↑↓ PRETTY HARD TO MISS

I know you guys are always looking for stories, but cruise ship lights? Come on, cruise ships are pretty hard to miss, even though you can't see the running lights. They are much easier to see at night than smaller boats with the "proper" running lights.

Phil Jay
Yankee Traveller, Cal 39
Redondo Beach

Phil — Another doubter? We have so many things to write about that we hardly go "looking for stories." But as we sail very actively, many topics do come from personal experience — including that not being able to see cruise ship navigation lights causes a potentially dangerous situation. The topic came from our motoring past Philipsburg, Sint Maarten, shortly after dark when four cruise ships departed the cruise ship docks in rapid succession. Some left in a straight line, while others backed out, reversed direction in a curve, and took off again in another curve. When the ships did the latter, and we couldn't see their navigation lights, it was impossible for us to tell what



EASIER SAIL HANDLING SYSTEMS FROM
EASOM RIGGING
CRUISING DIVISION



Leisure Furl Boom



Karver Top Down Furler

Technical skills, sharpened on the race course, are delivered to our long list of satisfied cruising customers. Call for an estimate on the latest sail handling systems.



Easom Racing and Rigging

1230 Brickyard Cove Rd., Suite 102
 Point Richmond, CA 94801

Call for estimate
(510) 232-SAIL (7245)
www.easomrigging.com

Southbound Solar
 Affordable solar solutions for sailors.

Get Skinny



Three long & skinny 65-watt panels fit perfectly on the dinghy davits aboard Steve & Joni Stein's Pearson 365 Tradition.

www.southboundsolar.com
 (503) 490-3305

Watching Your Budget?



New and used sails at:

www.secondwindsails.com

- Repairs
- Sails made to order
- Sail cleaning
- Canvas cleaning and Waterproofing

Turn your unwanted sails into cash

4910 N.E. 11 Ave.
 Ft. Lauderdale, FL 33334
info@secondwindsails.com
 800-273-8398



**West Marine®
Rigging Service**

Summer Sailing Headquarters!

Visit westmarine.com
to shop our **One Design** offerings



**Laserpalooza
Laser Workshop
June 2, 2012
11 a.m.–3 p.m.
West Marine Alameda
Bring your Laser**

Your Complete Rigging Source!

Installation • Lifelines • Running Rigging
Standing Rigging • Dock & Anchor Lines

**SCHAEFER
MARINE**

ESEROBLINE
WORLD CLASS YACHTING ROPES

RONSTAN

POWERLITE
BOAT RIGGING

Johnson
Marine Hardware

NEW ENGLAND ROPES
TOGETHER IN METHOD

samson

facnor
FURLING SYSTEMS

Hayn Marine

holmatro
MARINE EQUIPMENT

SmartRigging®
The Intelligent Choice

HARKEN®

FORESPAR®

Contact us for all of your Rigging Needs!

888-447-RIGG

or visit our Onsite Rigging Locations in:

Alameda, CA 730 Buena Vista Ave. (510) 521-4865
San Diego, CA 1250 Rosecrans St. (619) 255-8844
Seattle, WA 1275 Westlake Ave. N (206) 926-0361

www.westmarine.com/rigging

LETTERS

they were doing and thus take the proper evasive action. If we think we're the only ones who have had this kind of trouble, you'll get an education from the following letters, which are only some of the many received complaining about the situation.

Why is it easier to see ship navigation lights than pleasure boat lights? Simple. International law requires that ships have six-mile lights, while pleasure boats under 65 feet only need two-mile lights.

↑↓ I COULDN'T MAKE OUT THEIR RUNNING LIGHTS

I'm a retired tow boat operator with a 1,600-ton license and 20 years with Crowley Maritime, and in the past 50 years have done quite a bit of sailing. So while the experience I'm about to describe was not 'my first rodeo', it was the first time I'd had so much difficulty because of a cruise ship's festive lighting.

While southbound off the coast of Baja in the wee hours one night last fall, I came across two northbound cruise ships, apparently in company, a half-mile apart. They were both very brightly lit, and one of them had some brilliant blue lighting that I found to be quite disorienting. I was unable to make out any of their running lights, range lights, or sidelights until they were quite close — perhaps less than two miles. And I was never was able to pick out the range lights on one of them.

After watching them both for a bit early on, I decided to alter course fairly drastically to starboard so as to make my intentions very clear and pass them both port to port. I gybed and brought my boat nearly 60 degrees to the right. As I continued to watch them closely, their bearing didn't seem to change appreciably. I can only conclude that they must have changed course, but with no range or running lights visible, it was difficult to tell for sure, or make an intelligent decision about what course I should sail.

I finally made out a starboard running light on the vessel to the west. At this point they were quite close, and I elected to gybe back over and go between them rather than try to cross the bow of either vessel. To their credit, I'm pretty sure they both slowed down considerably. I base this on the amount of time things took, and the fact that I heard one of them increasing turns as she passed abeam. I'm quite sure their watch officers — and maybe their captains as well — were as annoyed as I was.

Adding to the entertainment, a good-sized flying fish smacked me square in the rear end, and made one hell of a racket in the cockpit sole as both ships were pretty much abeam.

P.S. I had the pleasure of an afternoon race aboard *Prof-ligate* in La Cruz last season, and want to thank you once again. It meant a great deal to me to pay homage in person, as you and your magazine have done a lot for me over the years.

John Tebbetts
Ichi Ban, Yamaha 33
Tacoma

John — Thanks for the great example of even a very experienced professional mariner's having trouble with cruise ship lights.

Thanks for the kind words, too, but please, none of that "pay homage" stuff. We just enjoy helping people have fun on boats, and fate has blessed us with the opportunity to make the most of it.

↑↓ CRUISE SHIPS GOING IN CIRCLES IS CONFUSING

Last August we completed seven years of cruising the Pacific Coast of Mexico and the Sea of Cortez. During that time, we found that cruise ship nav lights were frequently obscured

The Cup is coming – slips are going!



Making boating easier – and more fun! – is what Oyster Cove is all about.

America's Cup boats are already here! Take advantage of Oyster Cove's great location. Near the races and practices, as well as SFO and mass transit, Oyster Cove is the private marina best for America's Cup convenience.

OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A,
SOUTH SAN FRANCISCO

(650) 952-5540

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Five Minutes from SFO
- Close to Mass Transit
- Heated Dressing Rooms & Showers
- Laundry Room
- Nightly Security Patrol
- Complimentary Ice

www.oystercovemarina.net



Check out our "Must-See" website!!

The Iverson's Dodger is now available in the Bay Area!

Dodgers • Bimini Tops • Enclosures



206-849-2274

www.iversonsdesign.com

Ultra Security.



Ultra Anchor is certified by the American Bureau of Shipping (ABS) to meet their highest level of holding power for use on ABS class vessels.



Ultra Flip Swivel

See us at the San Diego Yacht & Boat Show Harbor Island, July 26 - 29



8700 Warner Ave. Suite #110 Fountain Valley, CA 92708
www.ultraanchors.us • sales@quickline.us • 714 843-6964

Home of the Ultra Anchor & Ultra Flip Swivel



LIFELINE[®]
...the heart of your system[®]
PREMIUM AGM BATTERIES



Crafted for quality in the U.S.A.

150 AMP hour group 30

The only AGM L-16 400 AMP hour completely manufactured in the USA.



SEWICE FOR THE DISTANCE
AMERICAN BATTERY

Hayward, CA • (510) 259-1150

LETTERS

by their party lights. What further complicated things is that these ships sometimes motor around in a big circle, killing time in order not to arrive in port too early. We finally bought a 'send and receive' AIS. This meant we knew the cruise ships' plans, and felt there was a reasonable chance they knew of our existence and plans. Furthermore, AIS meant we knew their name, so they probably would respond when we hailed them on the VHF. I don't think any vessel has ever responded to a "vessel at position so and so" type of hail.

It seems that overwhelmed nav lights negate the purpose of having them, and therefore should be a violation of the rules.

Mary Ann Plumb
ex-Star Dancer, Outbound 44
Berkeley

↑↓BACK IN THE USSA!

After almost 20 years of cruising, living, and working in Mexico, I have moved back to my adopted hometown of Ventura. Mexico has been very good to me, and there are aspects of that country that I will miss. However, my oldest son is ready to enter high school and, among other things, I want him to have access to the team sports that just don't exist in Los Cabos. For the near-term, I will be using *Strider*, my 43-foot cutter, to conduct instructional cruises out to the spectacular Channel Islands, an area I have really missed for the last two decades. But by the time December rolls around, I guess I'll have to consider getting a real job in the real world.

Many cruisers will remember me from the last eight years, during which time I ran the Puerto Los Cabos Marina in San Jose del Cabo. It was a great job, to be sure. But my dermatologist advised me, at 49, that I can either spend three hours a day in the sun in Ventura, or one hour a day in the sun at the Cape. Too many hours spent delivering yachts up and down the West Coast has taken a toll on my skin, so the California coastal climate, with lots of morning grey, is a better option at this stage of my life.

I want to thank all the many cruisers who have passed through my (former) marina over the years. It was always a great treat to meet people living their dream, including a year ago when I had five circumnavigators pass through within a 30-day period. I have tremendous respect for all of you, and am sad that the special "cruiser discount" pricing I strived to maintain at the marina will probably be a thing of the past.

While I hate to leave Los Cabos, Ventura is a great beach town with incredible sailing conditions. I'm looking forward to making the one long tack out to Santa Cruz Island every Saturday morning.

Capt. Jim Elfers
Strider, Formosa 43
Ventura


Readers — Jim Elfers failed to mention that he's also the author of the book titled The Baja Bash, giving tips on how to make it up the coast with the least amount of pain.

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

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

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

SAUSALITO



LIST MARINE INC.

- Full service engine shop
- We service all makes
- Dockside facilities
- Mobile service trucks



YANMAR
marine

P.O. BOX 2008 / 69 LIBERTY SHIP WAY • SAUSALITO, CA 94966
Adjacent to Schoonmaker Pt. Marina

415•332•5478
www.listmarine.com

need glasses to read?

The Floater

Floats in the most turbulent conditions

Frame options: Tortoise Shell, Carbon Fiber & Grey
 Lens options: Polarized, Polarized Reader, Polarized Photo chromic and Polarized Prescriptions available.



the Straddie

Polarized with non-polarized magnification
 Lens options: Grey or Amber
 +1.50, +2.00, +2.50



Barz Optics Australia
 Burleigh Heads, Qld
www.barzoptics.com
 61 755764365
 kevin@barzoptics.com

Barz Optics
www.barzoptics.com

Barz Optics USA
 Murrays • Carpinteria, CA
www.murrays.com
 1-800-786-7245
 steve@murrays.com

CHECK OUT OUR NEW FLOATER MODELS AT STRICTLY SAIL PACIFIC APRIL 12-15 • WIN \$300 VALUE OF SUNGLASSES PER DAY AT THE SHOW!



Serving the Bay Area
 Since 1986

Seashine

Service of the Month

WAX & POLISHING

A buffed boat not only looks great,
 but will hold its shine and value for longer!
 Call for a buff!

ADDITIONAL SERVICES

Interior Cleaning • Detailing • Maintenance
 Polishing • Carpet & Cushion Cleaning

Fully Insured & Marina Approved

Call now for a Free Estimate

510 428-2522 or 415 457-6300
www.seashine.net

McDERMOTT COSTA

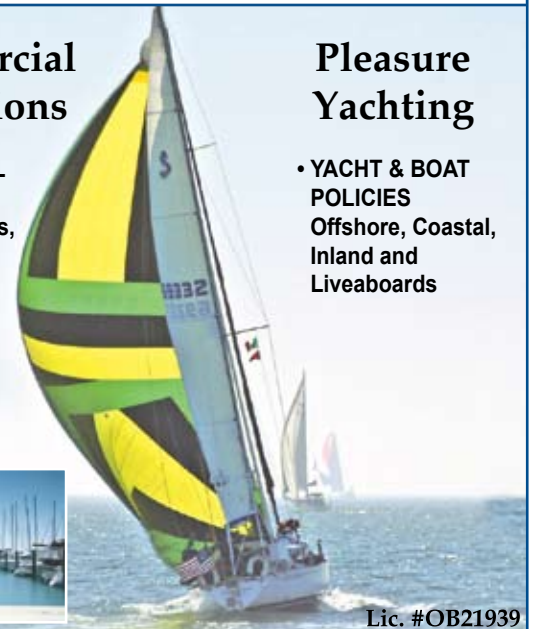
insurance brokers - est. 1938

Commercial Operations

- COMMERCIAL POLICIES
 Marinas, Yards,
 Yacht Clubs,
 Brokers,
 Shipwrights

Pleasure Yachting

- YACHT & BOAT POLICIES
 Offshore, Coastal,
 Inland and
 Liveaboards



Lic. #OB21939

Bill Fowler
 McDERMOTT COSTA INSURANCE
 (510) 957-2012 Fax (510) 357-3230
 bfowler@mcdermottcosta.com



SIGHTINGS

ancient venice sets an a.c. benchmark

I've had the opportunity to attend three of the five America's Cup World Series (ACWS) events, and at every one I'm always looking for the lessons San Francisco could learn from the venues.

Venice has been my favorite of the events so far. One could give the credit to the city of Venice, which is such a grand place on its own. But for a sailing reporter and fan like me, I don't always get to see much of the city I'm in, other than the hotel and the meeting rooms. Fortunately, the 'meeting rooms' for this trip were the AC Village and race course. And what an amazing office!



Old meets new in the centuries-old city of Venice: A cheerful gondolier strikes a pose as an AC45 screams by in the distance.

The Village opened at 10 each morning and was located at the Arsenale di Venezia, an area that is usually restricted from public access as it is an active naval base. It would be easy to argue that so many people came to this Village because the base is usually inaccessible, but public tours are clearly not the only attraction for the fanatical fans of

Italy. These highly energized fans are everywhere: on land along the race course, in boats lining the course, and even on floating bleachers erected at what amounts to the 50-yard line of racing. So many people out to watch the races that you'd think the city would sink even deeper from their sheer mass. If the crowd's cheers as the *Luna Rossa* teams sailed by could be heard in San Francisco, they'd wake up every sailing fan in the Bay Area as we prepare for our own AC World Series events in August and October.

The same boats are shipped from event to event, so what made this venue so special? Part of it was the extra effort made by local organizers. Just about everywhere you looked you'd see some sign about the ACWS event. This branding was not just in the Village, but in St. Mark's Square, along the canals, hanging from buildings and street lamps, and placed on free-standing signs in high-traffic areas.

The Village was alive with activity during the day, with booths set up to sell food and beverages, clothing and a variety of other items. As the cats left their berths, fans lined up along the Arsenale basin and cheered wildly as they tried to catch glimpses of their team. Those who chose to stay in the Village during the races watched the Live Line show on a floating JumboTron at the edge of the basin. After each day's racing, fans who'd been watching from the water or land would flock back to the Village to again cheer for their team as the boats returned to their berths. Team members stayed in the Village for interviews and to sign autographs. At night, the Village became a huge outdoor dance club with DJs spinning tunes atop the floating stage. The AC45s moored in the adjacent basin created a great backdrop for this very happening scene that went late into the night.

Even non-sailors got caught up in the excitement created by the City of Venice for the event. Watching the races during the day, getting the opportunity to meet the top skippers and get autographs at the daily signings, then dancing the night away in a grand historical naval base made this my favorite stop so far on the ACWS tour.

The main lesson for San Francisco: The city gets out what the city puts in, and Venice has raised the bar!

— ellen hoke

review panel makes recommendations

It would be tough to find a West Coast sailor who hasn't heard about — and been affected by — the dual offshore racing tragedies that occurred in April. As reported last month, five crew from James

continued on outside column of next sightings page

are you ready

"If we hadn't done the Baja Ha-Ha," mused a 2011 participant, "we might never have thrown off our docklines." After successfully running 18 previous San Diego-to-Cabo San Lucas rallies, the Baja Ha-Ha Rally Committee is most proud of the fact that the event's concrete starting dates — this year October 29— have forced hundreds of would-be cruisers to end years of procrastination and finally enter the



to ha-ha?

much-anticipated cruising lifestyle.

Although there have been subtle refinements to the schedule over the years, organizers put together an ideal recipe for adventurous fun under sail, right from the start: Break the 750-mile distance into three manageable legs with two multi-day rest stops, and includes shoreside parties and activities before, during and after the

continued in middle column of next sightings page

coast guard — cont'd

Bradford's Sydney 38 *Low Speed Chase* died during the Full Crew Farallones Race, April 14 — the first fatalities in that event's 104-year history. Exactly two weeks later, the *entire* crew of Theo Mavromatis' Hunter 376 *Aegean* perished during the Lexus Newport to Ensenada Race — the first loss of life ever in that 65-year-old event.

In the aftermath of the Farallones incident, U.S. Coast Guard Captain of the Port of San Francisco Cynthia Stowe announced an unprecedented temporary "stand down" for all offshore races. Effectively, CG offshore race permits would not be issued, until "organizers' safety

continued on outside column of next sightings page



In a city known for its pageantry, last month's America's Cup World Series events may have set a new benchmark for enthusiastic support from both fans and city administrators.

ALL PHOTOS ELLE HOKE

SIGHTINGS

coast guard — cont'd

plans and procedures” could be reviewed. Stowe quickly enlisted the help of U.S. Sailing, with its president, Gary Jobson, acting as point man to assemble an independent review panel. The team included a variety of highly-respected local sailors including Sally Honey, John Craig and Chuck Hawley.

Naturally, the postponement of races caused grumbling among some self-reliant ocean racers, but when the *Aegean* tragedy occurred, it undoubtedly galvanized Stowe’s resolve to study related safety issues.

The fact-finding process included input from all Full Crew Farallones racers, and analysis of GPS tracks around South Farallon

continued on outside column of next sightings page

ha-ha

cruise.

Even if you don’t normally consider yourself to be a ‘joiner’, this is one instance when you might want to alter that attitude. Not only do the dozens of boats sailing with you give an added measure of security, but you can’t help making a boat load of new friends by the time you get to Cabo.

If you need to recruit experienced watch-standers to round out your crew, or are eager to find a ride, you’ll find plenty



Top row (l to r): The anchorage at King Harbor as seen from the King Harbor YC; typical Southern California sailing conditions; Santa Barbara Harbor. Middle row: Map of proposed course; the beach at Two Harbors; the east end of Anacapa Island. Bottom row: Two views of Santa Cruz Island anchorage; and a fire on the beach at Two Harbors.

PHOTOS LATITUDE / RICHARD

— cont'd

of possibilities on our constantly updated online Crew List at www.latitude38.com. Crewing for someone else once or twice is the perfect preparation for doing the rally in your own boat someday. And skippers who take on well-qualified crew will find they have more time to enjoy the trip — and will probably get a lot more sleep during rotating offshore watches.

Online registration opened May 1 at www.baja-haha.com, and will end

continued in middle column of next sightings page



coast guard — cont'd

and Maintop Islands. Preliminary recommendations, released late last month include: enhanced sailor training, including understanding of wave development in shoaling waters; once-a-season safety seminars; compliance with existing Minimum Equipment Requirements, including post-race inspections; improved race management, including better communication with sailors and Coast Guard; and consistency of protocol and requirements for all Bay Area offshore races.

Praising US Sailing's outreach to local boaters Stowe said, "It's the coordination and support from this local community which will ensure we learn all that we can from this tragic loss."



SPOT

In contrast to early assumptions she'd been hit by a freighter, 'Aegean's track indicates she may have run directly into North Coronado.

— andy

social ta-ta details confirmed

The SoCal Ta-Ta, the long asked-for Southland version of the Baja Ha-Ha, is on thanks to the great cooperation of the folks at Santa Barbara, King Harbor in Redondo Beach, the King Harbor YC, and the folks at Two Harbors in Catalina. The itinerary will be as follows:

Sept. 9 — Potluck on the Santa Barbara waterfront; Sept. 10 — Santa Barbara to Santa Cruz Island, 25 miles; Sept. 11 — Lay day, Santa Cruz Island, hike and socialize; Sept. 12 — Santa Cruz Island to Paradise Cove, 38 miles; Sept. 13 — Paradise Cove to King Harbor, Redondo Beach, 22 miles; Sept. 14 — King Harbor to Two Harbors, Catalina, 23 miles; Sept. 15 — Lay day, Two Harbors, Catalina; Sept. 16 — *Adios* from Two Harbors to your homeport.

We've sailed all these legs a number of times, and most of them are usually reaching or off-the-wind. We've rarely seen winds over 25 knots or very big seas, but naturally entrants must plan for that possibility. As you can see, the concept is to get away from marinas and be out in nature for a few days, enjoy a series of fairly long daysails, and make a lot of new friends. *Profligate* will be the mothership, and the Ta-Ta will be run by the same folks who have run the Ha-Ha for 18 years.

The Ta-Ta will be open to a maximum of 50 boats that, without special dispensation, must over 27 feet in length and have been designed, built and maintained for open-ocean sailing. Because there will be multiple crossings of potentially foggy shipping lanes, radar reflectors will be required, as will either an AIS receiver or radar, and an operating auxiliary engine able to propel the boat at five knots. Sailing will be encouraged but, as this is a rally and not a race, and light air is not uncommon in Southern California, motoring will be allowed. All boats must be equipped with the normal safety equipment for coastal sailing.

Since this will be the first running of the event and there might be a rough edge or two, it will not be for wimps or whiners, but rather for flexible, fun-loving folks. For example, berthing in Santa Barbara will be, for this year at least, on a first-come, first-served basis through the harbor office. If no berths are available, you will have to anchor out. If that's not acceptable to you, this year's event is not for you. As most of you know, there are no shore boats or shore facilities at Santa Cruz Island, and we'll encourage people not to try to land at Paradise Cove because of the surf and lack of facilities. Most, if not all, of the fleet will have to be part of several big raft-ups in King Harbor, but

continued on outside column of next sightings page

SIGHTINGS

ta-ta — cont'd

thanks to a big welcome from the folks at the King Harbor YC, there will be plenty of space to dock dinghies. There will be no guaranteed moorings at Two Harbors. But we suspect that you'll be able to get a mooring or anchor out, and if you're willing to go to Cat Harbor on the back side, there won't be any problem getting a mooring or a spot to anchor. But again, if this is too much uncertainty, this year's event is not for you.



LATITUDE / RICHARD

Hull speed will get your blood pumping.

folks at King Harbor will be setting aside their patio area for us and selling burgers and beverages and maybe more. We plan to have a big screen up to show photos people have taken of the event until that time. The King Harbor stop was designed so crew who couldn't take a whole week off can join the Catalina part of the Ta-Ta.

We're still working on social events for the two nights at Two Harbors, where it will just happen to be their Beer Fest Weekend. But we plan to have potlucks on Friday and Saturday nights, along with more slide shows and video from the Ta-Ta and as well as from 18 years of Baja Ha-Ha's. There is also live music and dancing at Two Harbors on Friday and Saturday nights.

The cost of the event will be a flat \$200, but there will be some swag. We'll be accepting entries starting when the June 1 *Lectronic* comes out, which is around noon. Once we get 50 boats, that will be it. Of course, we might only get four entries. Even if that's the case, *Profligate* will still be doing the whole itinerary because we think it will be that much fun.

— richard

local sailor joins the clipper race

When *New York*, one of 10 Clipper Round the World 68-ft one-design boats, sets sail from New York this month, one sailor from San Francisco will be among the amateur crew paying for the adventure. "I will have the distinction of tying for being the oldest person ever to compete in the Clipper race," said Jim Cole. The other 72-year-old is Fred Tooley of Auckland, who sailed from New Zealand to Singapore on *Gold Coast Australia*.

The final leg of the circumnavigation departs for Halifax, Nova Scotia, on June 7 and arrives five days later. The fleet will then cross the North Atlantic to Derry-Londonderry in Northern Ireland — a journey of about 17 days — rest for a week, and continue on to Den Helder, north of Amsterdam in the Netherlands. Then it's on to the finish at Southampton, UK, where the race started on July 31, 2011. The whole last leg will take roughly two months to complete, including six weeks at sea.

Cole was born in Halifax and grew up in Nova Scotia, and he still spends summers there. Naturally, sailing into Halifax Harbor was a draw for him, as was crossing the ocean. "It's my lifelong dream to sail across the Atlantic, but it's too late to embark on such a voyage on my own boat."

"Boats" would be more accurate as Cole, who's sailed for 35 years, keeps not only a C&C 35, *CaliScotia*, in Sausalito, but also a C&C 30 in Nova Scotia, where he does most of his racing. He admits that he's

continued on outside column of next sightings page

ha-ha

September 1. On the site you'll also find answers to most first-timer questions under the tabs titled "About the Ha-Ha" and "First Timer's Guide to Mexico." The latter is a free, downloadable resource that covers everything from immigration issues to suggested cruising itineraries.

As you'll learn by perusing the site, the Ha-Ha is open to any boat — sail or power — that was designed and has been maintained for offshore sailing. One caveat: Despite the sense of security you may feel when sailing within a fleet of 160-180 boats, skippers are encouraged to *not* sign up if they would not be willing to make the trip on their own.



— cont'd

That said, prevailing wind and swells are almost always from astern. Storms are always possible, but winds of 10-25 knots are typical, with swells of 2-8 feet.

Although the Rally Committee prides itself on mandating as few rules as possible, there's one new safety requirement this year: All boats must have either an AIS receiver or radar.

Depending on your level of experience, doing the Ha-Ha could be merely a small step in a long cruising career or the greatest adventure of your life. In either case, though, we can practically guarantee it will be a whole lot of fun!

— andy

clipper — cont'd

not a big racer, but that element of the race interested him.

Cole got interested in the Clipper Race when the fleet stopped over at Golden Gate YC in '10. "I was curious about the Canadian entry, *Cape Breton Island*, which had won that leg. I wondered if there would be fellow Canadians onboard. I found that most of the crew were Brits, but there was one Nova Scotian among the crew."

Regardless of their experience — or lack of it — all Clipper Race crewmembers undergo the same rigorous training. "Before training, 95% of my motivation was the sailing itself," said Cole. "Afterward, it changed. Now half of it is about the people." The training was divided into six one-week sessions, with the trainees spending time on the water and in the classroom studying radio, radar, weather, and more. "About 15-20 people trained with me. Levels 1, 2 and 3 were not necessarily with the *New York* crew. Level 4 was all fellow *New York* crew members." When Cole joins the boat, nine people will be

continued on outside column of next sightings page

happy 90th to the birds

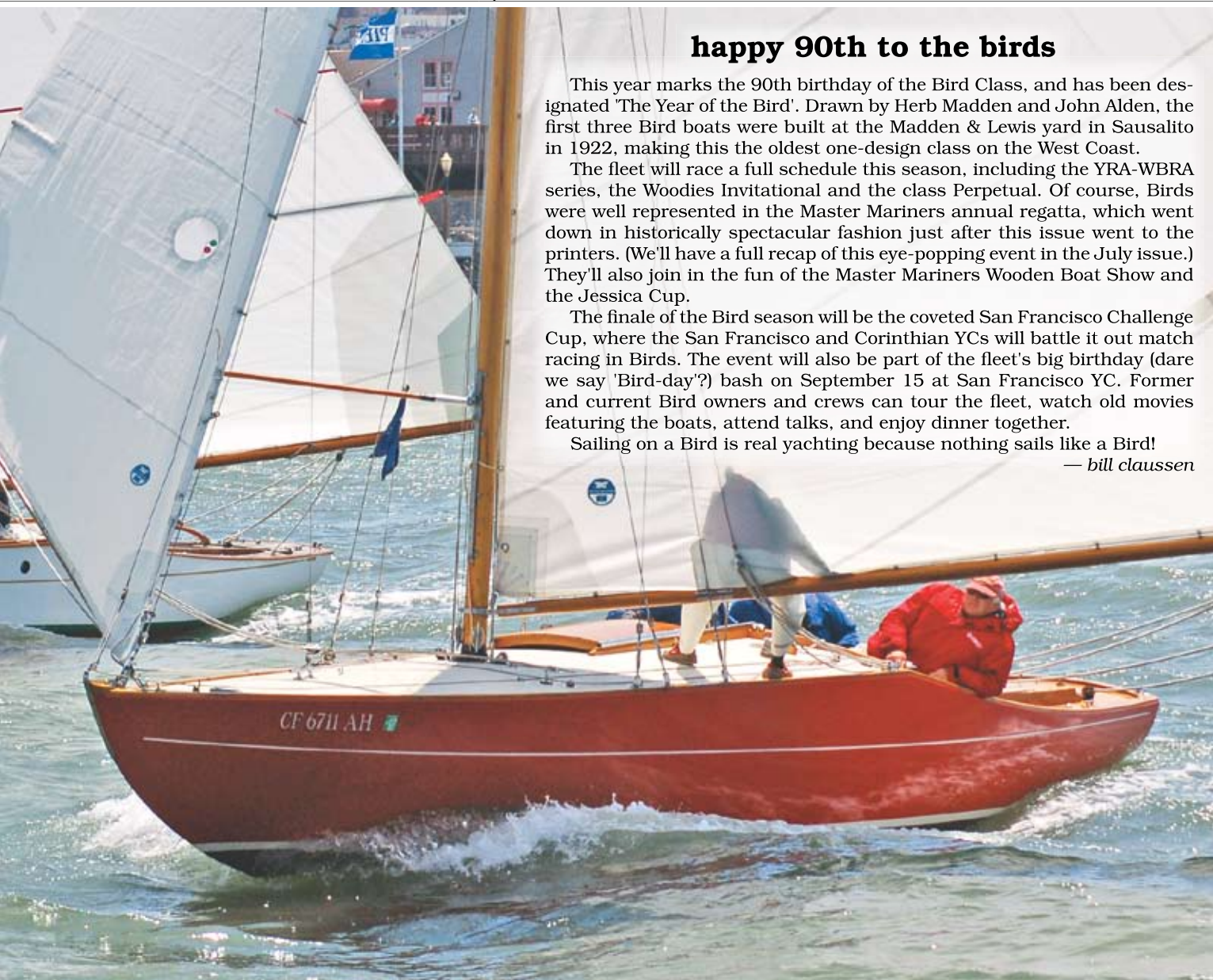
This year marks the 90th birthday of the Bird Class, and has been designated 'The Year of the Bird'. Drawn by Herb Madden and John Alden, the first three Bird boats were built at the Madden & Lewis yard in Sausalito in 1922, making this the oldest one-design class on the West Coast.

The fleet will race a full schedule this season, including the YRA-WBRA series, the Woodies Invitational and the class Perpetual. Of course, Birds were well represented in the Master Mariners annual regatta, which went down in historically spectacular fashion just after this issue went to the printers. (We'll have a full recap of this eye-popping event in the July issue.) They'll also join in the fun of the Master Mariners Wooden Boat Show and the Jessica Cup.

The finale of the Bird season will be the coveted San Francisco Challenge Cup, where the San Francisco and Corinthian YCs will battle it out match racing in Birds. The event will also be part of the fleet's big birthday (dare we say 'Bird-day?') bash on September 15 at San Francisco YC. Former and current Bird owners and crews can tour the fleet, watch old movies featuring the boats, attend talks, and enjoy dinner together.

Sailing on a Bird is real yachting because nothing sails like a Bird!

— bill claussen



SIGHTINGS

clipper — cont'd

'round-the-worlders' and nine will be 'leggers' like him. As a result of the April stopover in Jack London Square, he's had the opportunity to meet those crew members he'd not trained with in the UK, which will be a decided advantage when he steps aboard in New York.

"My wife, Holly, and I hosted an injured Clipper sailor," Cole noted. Cath James was hurt off the coast of Japan on *De Lage Landen*, the Dutch boat. "Cath was projected from her upper bunk across the cabin and landed on a steel girder, fracturing her spine. The Japanese Coast Guard picked her up, and she was airlifted to Tokyo. I'd met her in training and offered to host her here in San Francisco. As it stands now, she plans to rejoin the crew of *DLL* in New York. All the injuries raised Holly's apprehension level, but I'm hoping that will dissipate by the time I join the race."

Cole is impressed with the Clipper organization. "They're dealing with such a variety of people. They almost have to be psychologists."

continued on outside column of next sightings page

mark your calendar

The sad truth of the matter is that sailors sometimes need a reason to get their boats out on the water. Enter Summer Sailstice, an annual celebration of sail that encourages sailors to take their boats out on the 'longest' — meaning most daylight — weekend of the year. In the northern hemisphere, that weekend is June 23-24.

Now in its 12th year, San Francisco Bay's big Sailstice hoopla will happen at Encinal YC and will feature such family-friendly goings-on as free sailboat rides, informative booths, educational seminars, food and beverage vendors, live music, a photo scavenger hunt, and



COURTESY JIM COLE

for summer sailstice

the always crowd-pleasing annual boat building competition.

The Coast Guard will hold a live helicopter rescue demo right off Encinal's docks, and one of their rescue boats will also be at the docks for tours (barring any emergencies).

The YRA Summer Sailstice race (hosted by South Beach YC) is sure to draw an impressive fleet as part of the YRA's hugely popular Party Circuit. Last year the race was optional for the PC fleet, but it's now part of the full schedule. Post-race celebrations will include a raft-up at Encinal, a visit from former America's

continued in middle column of next sightings page

At 72, Jim Cole ties for the oldest Clipper Round the World Race crew-member in the history of the event.



clipper — cont'd

It's clear that the conditions take their toll on the crews' nerves. "You're never dry — you're soaked from the time you step on the boat to the time you step off. The skippers have to cope with everyone's idiosyncrasies and I have tremendous respect for them."

As this issue went to press, the fleet was expected to finish the Panama-to-New York leg over Memorial Day weekend, with the first boat expected on the night of May 26. The hard-racing *Gold Coast Australia* had charged ahead, regaining the lead from *Visit Finland*, with *Edinburgh Inspiring Capital* in third, only 35 miles behind the leader. *New York* had slipped to ninth place for the leg, and are in sixth place overall. *Singapore* won the Race 11 Ocean Sprint. Visit www.clipperroundtheworld.com.



ABNER KINGMAN / ONEDITION

Jim will be joining the crew of 'New York', seen here charging out the Gate in April.

— chris

cloudia restoration update

If the 19th century philosopher Georg Wilhelm Friedrich Hegel, who once said "Nothing great in the world has ever been accomplished without passion," had witnessed the ongoing restoration of *Cloudia*, he surely would have appreciated the efforts of the group of wooden boat lovers led by the passionate Thaddeous Blanchard.

Cloudia was featured in *Sightings* about a year ago, so we thought it was time for a progress update. Originally launched in 1867 in Norway, *Cloudia* is an 85-ft Colin Archer tops'l ketch, ruggedly built to serve as a lifesaving rescue boat. When Thaddeous first laid eyes on her rotting hulk in San Diego, he saw her potential and, with a lot of help from his friends, investors and numerous volunteers, this girl would live to see the open ocean for which she was built. He patched several holes and, with a few prayers to the sea gods, gently towed her to Driscoll Boat Yard on Mission Bay.

Thaddeous plans to re-introduce *Cloudia* as a charter vessel for adventure-seeking guests. She will be USCG certified to carry up to 49 passengers on day trips and 10 to 12 guests for longer voyages. She'll have two luxury staterooms and several bunks amidships. Having worked on fishing boats in Alaska, Thaddeous appreciates long, hot showers as much as his guests will, so he'll install a 1,000-gallon/day watermaker. "I don't care how long they're in the shower — I want one too," he joked. In another nod to comfort, as well as safety, he decided to build a pilothouse that's not part of the original design.

As *Cloudia* will ply the coast between Alaska and Panama, Thaddeous hopes to join the Baja Ha-Ha every year on his way down to the tropics. "I think we'll be the biggest sailboat to ever do it." Thaddeous is a veteran crew of two Ha-Ha's, was the proud winner of the 'Master Baiter' fishing award last year, and looks forward to taking passengers to sunny Mexico and beyond.

When Thaddeous was a young lad growing up on the Oregon Coast, he used to play pirate on the old hulks of wooden boats that would uncover on the beach after big Pacific Northwest storms. This enticed him to learn to sail as a youngster. He now looks every bit the part of a swashbuckling seafarer, with a salt-and-pepper beard, muscular build and a long pony tail.

"Since *Cloudia* was originally designed as a Norwegian rescue vessel, there were no portholes inside," he explained. "The idea was to make it as unsinkable as possible because every day in the North Sea is the perfect storm. It makes the Bering Sea look pleasant, and

continued on outside column of next sightings page

SIGHTINGS

cloudia — cont'd

with her weight of 103 tons unloaded, this hefty girl will feel at home in Alaskan waters.”

To help compete with the luxury of floating gin palaces, *Cloudia* will have state-of-the-art electronics and sound system, and heating and air conditioning. Thaddeous knows his way around the galley and will be serving gourmet meals on the dining table custom built around the main mast, and is working on the details of where to build the wine cellar. “I want to steal all the business I can from those huge corporate cruise ships,” he laughed.



'Cloudia's old rot has been replaced with fresh wood.

The boat is built to Lloyd's of London's highest safety rating. She'll have two high-volume bilge pumps and a fixed fire main. Thaddeous will soon be installing a 20-kW generator, and he had the good fortune of finding the last non-computerized Isuzu 1500-hp diesel engine sold in the country.

In keeping with a traditional look, Thaddeous and crew will build a lapstrake whaleboat as their tender. Taking extreme attention to detail and the utmost care to meet all modern safety standards takes time, but Thaddeous hopes to have her launched by this Christmas.

You can find out more about the restoration or future charters at www.thecloudia.com or by emailing nothaid@gmail.com. Thaddeous and his crew welcome visitors during business hours to tour the project. Just be aware that their passion for *Cloudia* is contagious!

— Lynn Ringseis

a-cup promises a hot summer

Following four days of races in and around the Grand Canal of Venice in May, America's Cup-level racing returns to its historic Rhode Island home. From June 26 through July 1, Newport's Fort Adams State Park will host the final stop in the America's Cup World Series 2011-2012, raced in AC45 cats. The series began last August in Cascais (Portugal), followed by Plymouth (UK), San Diego, then Naples and Venice, Italy.

What a different contest from '83 when *Australia II* ended the New York YC's hold on the Cup. Or any other battle in the competition's 160-year history. For the first time, racing will be held inside Narragansett Bay. No open ocean. Rhode Island is pretty psyched. They have used hosting the race to drive improvements at Fort Adams. Same idea as upgrading San Francisco piers, but the 'hope state' actually embraced the opportunity rather than delivering a Gatling gun of criticism. Regatta director Iain Murray promises spectators great race course views from the walls and lawn of Fort Adams, where the first AC World Series circuit champion will be crowned.

Going into Newport, *Oracle Team USA 4*, skippered by Jimmy Spithill, is in first place overall in the series on combined match and fleet racing points. Marin County's John Kostecky calls tactics for Jimmy, and if they keep the same crew as in Venice, Aussies Kyle Langford and Joey Newton will trim, and Kiwi-turned-San Jose resident Brad Webb will be bowman. And no, it's no longer Oracle Racing. Team USA, please.

They're four points overall ahead of *Emirates Team New Zealand*, skippered by Dean Barker. Sweden's *Artemis Racing* (Terry Hutchinson) and France's *Energy Team* (Loïck Peyron) are in third and fourth. The way scoring works, with a heavily weighted final fleet race on July 1, any of these teams could grab the series crown.

Team Korea, with 49er champ Nathan Outteridge at the helm, has continued to do well after fellow 49er expert Chris Draper jumped ship to steer the Italian Luna Rossa team boat named *Piranha*. A

continued on outside column of next sightings page

sailstice

Cup yacht *USA 76*, and a PirateCon party in the evening. Bring your eyepatch!

A new addition to this year's line-up of fun-filled activities is the Estuary Stroll, a chance for all Bay Area boats to get out on the Estuary at the same time to be part of an epic aerial photo. The pic will be snapped at precisely 2 p.m., so make sure you're out of the slip well before then.

As if all this weren't enough, register at www.summersailstice.com/sf as a participant and you'll be entered to win tons of great sailor-y goodies, from a \$5,000 BVI charter from Footloose Sailing Charters to a GoPro HD Hero2 video camera. What's



— cont'd

more, the entire event is free!

Guest slips are available at Encinal YC, Marina Village, Fortman Marina, Oakland Marina, Grand Marina and Alameda Marina for anyone who'd like bring their boats over. We'd suggest making your reservations early, though.

If you're not in the Bay Area and can't find an event near you, register your own and invite all your sailing buddies to join you. Sailors in all 50 states and more than 40 countries have done just that, and we'd bet a nickel that all of them were glad they did it.

— *ladonna*

ac news — cont'd

second Luna Rossa boat named *Swordfish* has Extreme 40 champs Max Sirena and Paul Campbell James as overall team skipper and helmsman, respectively.

Korea's in fifth overall, followed in sixth by *Oracle Team USA 5*, skippered by Tornado Olympic silver medalist Darren Bundock. Team CEO and four-time Cup winner Russell Coutts was tactician for Bundock in Venice, although the boat was unable to make it past the quarter-finals in match racing and finished eighth in fleet racing.

The Luna Rossa boats are strong contenders, especially in light winds. In Venice they scored three bullets between them in fleet racing, and *Piranha* made it to the match race finals in Naples and Venice. However, they only joined the series in April in Naples, so they have accumulated points for just two regattas.

China Team has a new skipper, its fourth in five regattas. Phil

continued on outside column of next sightings page



Proud papa — Spread, Thaddeous Blanchard shows off his crew's handiwork to date. Inset, 'Cloudia' shortly after being rescued from certain death.

SPREAD: LYNN RINSEIS; INSET: COURTESY CLOUDIA

SIGHTINGS

ac news — cont'd

Robertson, 25, is ranked eighth in the World Match Racing Tour, and brought a glimmer of hope when he eked out a fourth and eighth in the last two fleet races of Venice.

The 2012-2013 AC World Series starts up in San Francisco on August 21. How many teams? After the new UK team, Ben Ainslie Racing, joins the fray in August (Ainslie's an Olympic gold medal contender in the Finn), it will be 10 boats representing eight countries. Only four teams and five boats are officially entered to race AC72 cats in San Francisco during the summer of '13, but now teams have until August 1 to finalize their entry into the 34th America's Cup without incurring a late penalty. France made the request, it was voted on, and the change was made.

On April 27, San Francisco finally began work in earnest. After more than two years of effort, Mayor Ed Lee signed the venue agreement

continued on outside column of next sightings page

help make a difference

The world's oceans are so vast, and their marine ecosystems so complex, that a casual observer might think they could absorb and neutralize all the toxic nastiness humans could throw at them. Sadly, not true. These days our oceans face all sorts of serious threats and challenges. Many dedicated scientists believe that solutions can come only through educating the populace — especially kids — about the issues, and getting folks personally involved in solutions.

That's what an international movement called World Oceans Day, June 8, is all about. As you'll learn on the *worldoceans-*



'Yachtsea' in the middle of the roll.



In '05, the 'Yachtsea' crew learned more than they wanted to know about wave sets when they were overcome while sailing between Fort Point and the South Tower.

PHOTOS WAYNE LAMBRIGHT

on world oceans day

day.org website, all sorts of programs take place on that day with the intent of taking small steps toward a more sustainable future.

Under the “Events” tab, you’ll find dozens of celebrations, beach cleanups, interactive presentations, and more that any and all are encouraged to attend — everything from tours of the Marine Mammal Center to samplings of sustainably harvested seafood.

The site also has all sorts of ideas for kids, including downloadable Dr. Seuss activities materials. “One fish, two fish. . .”
— *andy*

ac news — cont’d

in a ceremony on Pier 27. The old shed on the pier has already been torn down to make way for the AC Race Village and the new cruise terminal.

The big news is Piers 30-32. That’s San Francisco’s huge double-pier just south of the Bay Bridge. Yeah, the same area where the Golden State Warriors will build a stadium for their ‘17-’18 season. That was always rumored to be Ellison’s plan for development rights south of AT&T Park. But Piers 30-32 are also back as the location of team bases starting this August. *Team USA* will stay at Pier 80.

We expect training for course marshals and stake boats to be announced soon. To get on the list, work through your club’s AC committee or contact Melanie Roberts at melanie.roberts@americascup.com.

— *paul oliva*

wave basics for sailors

Sailors generally know quite a bit about wind and ocean swells, but not so much about breaking waves. Given the *Low Speed Chase* tragedy, we’d like to review some of the basics. For a more scientific explanation, please see this month’s *Max Ebb*.

When do swells become breaking waves? Waves generally break in water depths about 1.3 times their height. In other words, a 6-ft wave will break in 8 feet of water, a 10-ft wave in 13 feet of water, a 20-ft wave in 26 feet of water.

Does the contour of the bottom — or bathymetry — make a difference? Bathymetry makes a dramatic difference in both the depth of water a wave breaks and how it breaks. Longtime ocean sailor Al Hiller explains in what he calls ‘Oceanography 101’: “Long period waves react with the bottom, slow down, and start to stand up in water depths of 10 times their vertical height. Thus a 10-ft swell starts to stand up and become cycloidal surf as it hits 100 feet of water. By the time it hits 24 feet of water, larger waves have already turned into huge, breaking surf. When the water depths become shallow gradually, waves tend to crumble. When the water depths become shallow very quickly, waves tend to break in barrels.”

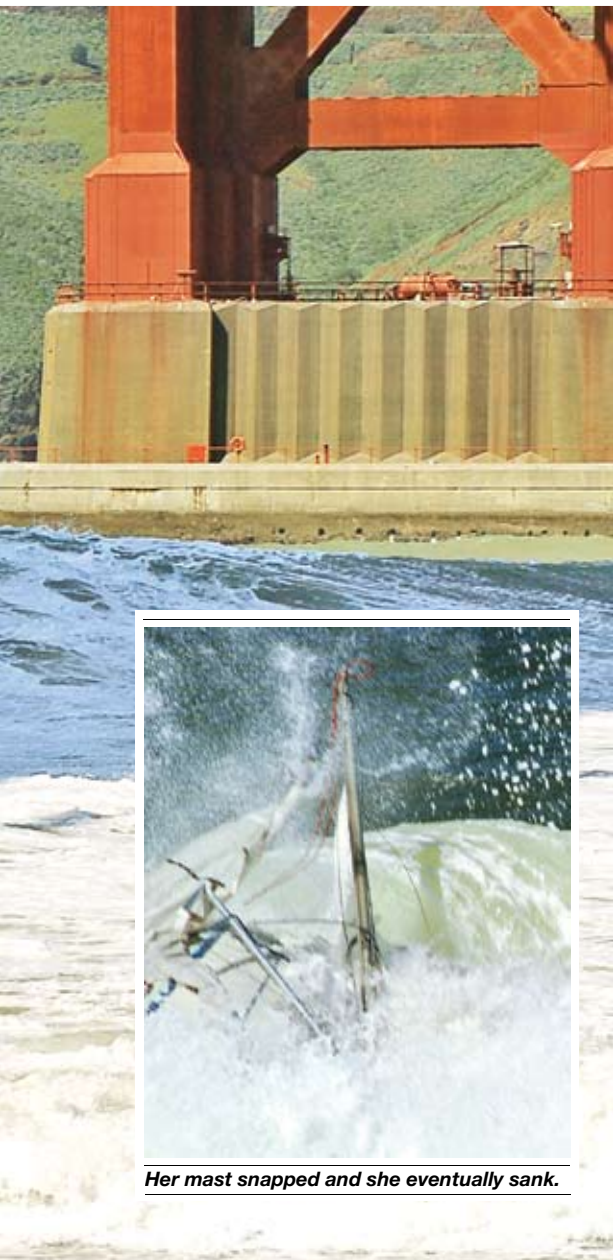
What is the deal with ‘sets’? In surfer lingo, ‘sets’ are waves, or more frequently small groups of waves, that are significantly higher than the average wave height at the time. But as any surfer can tell you, set waves vary dramatically in how much bigger they are than normal waves, depending on the number of waves there are in a set, the time between sets, and also on the state of the tide and current.

What does it mean when the Coast Guard or weather service reports 15-ft waves? It means that 15 feet is the average of the highest one-third of the waves.

If 15-ft waves are being reported, is it possible that there could be a 25- or 30-ft wave? Yes. In an article he wrote on waves, wave spectra and wave sets, Steve Lyons, tropical weather expert for the Weather Channel, wrote, “A general rule is that the highest single wave in a large sample will be about twice the height of the significant wave height reported by a weather buoy.” Since 10-ft waves were reported on the day *Low Speed Chase* was lost on the Farallones, it’s quite possible that she was hit by a wave as large as 20 feet.

What about waves at the Farallones specifically? “I remember discussions at racing seminars with such local knowledge experts as sailmakers Jim DeWitt and Tom Blackaller regarding how close one can cut corners at the Farallones,” says Hiller. “Old-timers used to advise staying four wave crests from the west point of Maintop Bay. If one Googles the Southeast Farallon and zooms in, one can see the large wave trains standing up and breaking hundreds of yards offshore of the west point of Maintop Bay, and specifically outside the Y-shaped rock *Slow Speed Chase* washed up on. This is the shallowest shoal on the island, and can be seen clearly in many pictures of the island. In my racing

continued on outside column of next sightings page



Her mast snapped and she eventually sank.

SIGHTINGS

waves — cont'd

and cruising experience,” continues Hiller, who has been racing and cruising on the ocean since '58, and who was the skipper of the Moore 24 *Cheap Thrill* during the Doublehanded Farallones Race of '82 that claimed four lives (two non-racers also died that day), “the formidable rock walls, shoals, and points of the Southeast Farallon Island is one of the scariest places I have ever gotten close to in a boat.”

Are there other danger spots around Northern California? Yes. A familiar one is directly beneath the Golden Gate Bridge between Fort Point and the South Tower. Although charts show the water to be as much as 18 feet deep, Fort Point surfers will tell you that, at times, waves break — and not just crumble — all the way from the Fort Point shore 1,000 feet out to the base of the South Tower. Two sailors who know this is true are Joe Schmidt and Dan Brazelton, who were sailing Schmidt's Santana 22 *Yachtsea* in those waters on April 2, 2005. Everything seemed fine — and then all of the sudden — as we imagine happened to the crew of *Low Speed Chase* — they realized they were about to be hit by a wave much bigger than all the rest. While it certainly wasn't the size of the wave that hit *Low Speed Chase*, it was big enough to send them on a wild diagonal ride down the wave, and to roll the boat, throwing them into the water and causing so much damage that the boat sank. Note that the photos on the previous pages prove this wave broke in at least 18 feet of water.

The important thing to remember is that deep water is your friend, and you may need to be in deeper water than you think to avoid being caught by set waves.

— richard

return to japan, the hard way

Sometime during the 25 years that he lived and worked in Japan, it occurred to Canadian sailor Kirk Patterson that the 1,500-mile-long island nation had probably never been circumnavigated by a *gaijin* (foreigner). After confirming his hunch through research, he now intends to be the first. And he'll do it singlehanded.

But before he can begin that ambitious cruise, Patterson, 58, faces a substantial hurdle: solo sailing from his Victoria, B.C. homeport roughly 6,000 miles across the North Pacific via Hawaii.

Don't assume that Patterson is a wide-eyed dreamer with unreal expectations, though. He's tried to prepare himself thoroughly for this epic voyage since learning to sail a decade ago. “The idea of exploring the world in a sailboat has been in the back of my mind since I was a kid,” he explains, “but I guess I thought you had to be rich and grow up in a sailing family to do such things.”

A vacation to the Marquesas years ago rekindled his childhood fantasies, and afterward he began devouring all the sailing literature he could find — including well-worn copies of *Latitude* that he'd often come across in a Japanese Starbucks.

Since buying *Silk Purse*, a custom steel-hulled 40-footer, four years ago, Patterson has logged 8,000 sea miles exploring northwest waters,

including a cruise to Alaska, Haida Gwaii (Queen Charlotte Islands) and a lap around Vancouver Island. The 2,200-mile trip from the Northwest to Honolulu — which he began early last month — may prove to be a cakewalk compared to the 4,200 miles from there to

continued on outside column of next sightings page

what to do

School's out and the family's begging for a little fun in the sun. Maybe you can't afford to take the time off work for a two-week trip to Mexico, or maybe it's your wallet that can't afford it. Either way, you have a great option: take the family on a cruise up to the Delta!

As the Bay is getting lashed with a chilling combination of wind and fog, the Delta is basking in hot sun, fresh water, and all the crawdads you can eat. So stuff your foulies in a locker, stock up on the sunscreen, and head upriver.

But what do you do once you get there? Besides exploring the 1,000 miles or so of



Fast, frugal and fun — The Delta is always up for a good time. Clockwise from above, if sushi isn't your bag try barbecuing every meal; find a mudhole for a DIY spa treatment; just relax; surfboard + dinghy = skurfing; turn off the smartphone and pick up a magazine; you won't get hypothermia in the Delta; waterfights are a great way to cool down.



COURTESY SILK PURSE



With any luck, Kirk Patterson could become the first 'gaijin' to circumnavigate Japan, a place he's spent nearly half his life.

MARK PRETORIUS

in the delta

navigable waterways, there's plenty to do. Buy a fishing license and try your hand at angling. Learn how to stern anchor. Go skurfing. Work on your tan. Get pruned from too much swimming. Read a book. Start a water fight with neighboring boats. Meditate. Dinghy to a nearby restaurant. BBQ every meal. Walk to town for ice cream. Reinstate family game night.

Well, you get the point.

If you've never gone up-Delta, head on over to www.deltadoodah.com and click on the 'Forum' tab for lots of great local knowledge. See you there this summer!

— ladonna

japan — cont'd

Hokkaido, Japan. "I'll do my best to avoid typhoon tracks along the way," he says, "as well as the 270 unmanned fishing boats that are apparently still floating around out there after the 2011 tsunami."

Since setting sail for Hawaii last month, Patterson has already experienced some sobering setbacks, but they haven't dampened his resolve. "I fixed the roller-furler problem myself . . . only to get hit by a storm that caused some damage to *Silk Purse* and myself — a very stunning black eye caused by a disagreement with a violently flapping jib sheet!"

Patterson's circumnavigation of Japan will be supported by the Japan Hydrographic Association, the Japan Sailing Federation, and the Institute for Global Maritime Studies. We hope to carry updates of his travels here and in *Lectronic Latitude*. In the meantime, we wish this brave adventurer the very best of luck.

— andy



ALL PHOTOS LATITUDE / LADONNA & JOHN A EXCEPT AS NOTED

GREAT VALLEJO RACE —

Saturday morning, May 5, dawned clear, with a light breeze blowing from well north of west. As the fleet of 199 boats assembled for the annual Great Vallejo Race, everybody seemed resigned to the fact that this traditional *run* to the lower Napa River was going to be anything but that.

sequence took an hour and fifteen minutes to complete.

The multihulls, led by Alan O'Driscoll's *Half Moon Bay Boys and Girls Club* continually bumped up against the now-fading north-westerly. Urs Rothacher's *BridgeRunner*, odds-on favorite for first-to-finish honors, parked up in a particularly big hole which dropped her down the rankings. "We worked the middle of San Pablo Bay, got behind, and ran out of racetrack in the end," said crewman Matt Noble.

In company with the multis were the lightest and fastest monohulls, which included Peter Krueger's J/125 *Double Trouble*;

followed by Dan Thielman's R/P 44 *Tai Kuai*; two Farr 36s, Gary Redelberger's *Racer X* and Mark Howe's *War Pony*; and overall corrected-time winner Gregory Dyer's Melges 32 *Intruder*. "We sailed well, but conditions really favored us too," said *Intruder's* Chris Shepherd.

As the afternoon slowly progressed, the NW wind gave way to a solid 18-knot westerly. Within an hour of the shift, a parade of boats filled the Mare Island Strait and almost everybody finished well before the end of happy hour. With the fleet safely rafted up within the confines of the Vallejo Yacht Club Harbor, music blaring, blenders blending, battle flags and sailors a-chatter, the sun slowly sank beyond the now-defunct Mare Island Naval Shipyard and the party was on.



The Hughes 48 'Iolani' gets a close shave from the Tartan Ten 'Topgallant' as they short-tack up the east side of San Pablo Bay.

On a mission to travel across the marina without touching a dock, we stepped aboard Rick Wallace's Columbia 36 *Bosporus II*, whose entire crew was adorned in those cheap Mexican *sombreros* one finds in dollar stores in celebration of Cinco de Mayo. Captain Rick Wallace joked that his crew were



Aboard 'Bodacious+' rail riders hang out on the low side in induce heel, while waiting for the breeze to fill in.

"We were ready to sheet the jib out to the rail for a close reach up San Pablo Bay," said *Arbitrage's* Bruce Stone "which isn't a good thing on a J/105." However there were two positives; the day promised to be sunny and warm,

"We did our first Vallejo Race in 1964. This is what helps keep us young."

and a generous flood current would boost the fleet along even if the wind didn't fully cooperate.

Among the 26 divisions were one multihull division, 11 PHRF groups, and one design fleets of Express 27s and 37s, J/120s and J/105s, not to mention an out-of-nowhere, blast-from-the-past fleet of 11 Islander 36s. The entire start



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

GOOSE

SUPERMOON SAILING PARTY



Battle of the red chutes: Class winner 'Mintaka 4', a Farr 38, gets shadowed by the Beneteau First 35 'Raven', which placed second.

"still good friends after all those jibes." Over a margarita he talked about the current USCG safety stand-down. "We've been around the SE Farallon 12 times with this boat and it's still going strong," said Wallace. "And this penguin has been around with us every time." added crewman Kenny Duffy. The cute little stuffed doll looked ready to go around again, dressed in yellow foul weather gear with its hood up.

Over on Larry Telford's Cal 30-2 *Antares* hung a string of Vallejo trophy flags that stretched all the way up the headstay and halfway down the back. "We did

our first Vallejo Race in 1964," said Telford, "This is what helps keep us young." He added another first place flag on Sunday.

Before we could make our way back to dry land, and after more offers of free drinks than we could possibly consume, we stumbled upon a smiling Linda Salas aboard the Catalina 30 *Huge*. As she handed me what looked like a condom she said, "*Huge* is the name of our boat. It's named after the condom company!" I somewhat nervously glanced at the other men gathered in the cockpit, but they appeared nonchalant so I figured this was normal behavior. At this point Salas grabbed me and whispered into my ear, "I f--ing love

this race!"

Now, what to do with this condom in my hand?

Up in the parking lot, VYC race organizers had pulled out all the stops with a big party tent where the rock 'n' roll cover band *Alibi* was to play later in the evening. Just to the south, vendors were selling oysters on the half shell, barbecued meats, and corn on the cob, while inside the club the bar was staffed by about a dozen beautiful women, all dressed in black tank tops and tight



In the light air conditions, competitors like Ruben and Robbie Gabriel actually had time to chat with passing competitors.

blue jeans. The entire complex was packed with sailors and fans, and there appeared to be well over a thousand people partying down at what is one of the biggest shindigs of the year within the San Francisco sailing scene.

The greatest thing about the day was



GREAT VALLEJO RACE —

that there was little drama, and just about everyone seemed to really enjoy themselves. The band finally cranked up, and after a long day in the sun, with a few drinks on and a brilliant 'supermoon' above, it felt good to loosen up on the dance floor. Overall this was one of the best Vallejo parties in quite some time — both on and off the water.

With a reverse order start mandated by the nature of Vallejo's packed harbor, the faster boats, such as our ride, the custom Farr 40 *High 5*, were obliged to practice the same amount of patience that Saturday's last starters had displayed. As a racer, it was hard to be calm as boats cleared out with an 18-knot northerly piping up, especially when, from shore, we watched division winners take off under full sail. The wind beckoned and boats were setting off down the river, yet we weren't able to get underway for an hour, so there was nothing to do but hang out and wait.

The best part, however, was that we got to watch the sport of sailing up close and personal as division after division set spinnakers for the run down the river. Telford's *Antares* and Dr. Bob Bloom's *J/35 Jarlen* nailed perfect starts, as did others. Scorecards somehow seemed appropriate, except for the fact that in just a short while our crew would have the opportunity to entertain spectators with our potential for amateur antics.

Finally our time came to vacate what now seemed like an empty marina, even though almost every slip was filled. Only a few of the multis and PHRF A boats remained. As we exited the harbor, race fans and yacht club members bid us *adieu* and welcomed us to come back next year, which I'm sure we will. We quickly turned *High 5* up into the wind, got the main up, bore away, rigged the pole, set the kite and, with the familiar report of the starter's shotgun, we were off.

Within ten minutes we witnessed, and became a part of, a massive clump of boats at the mouth of the river: small boats, big boats, asymmetrical kites, symmetrical kites, no kites and a *lot* of chatter. Oh, and through the middle of all this the Vallejo ferry had to find a path.

We were in the sailing equivalent of a sand trap. With poise and care we simply hung along the edge of the strait, out of the flood and, with our 8-ft draft, called sea room if anyone got close. A few boats



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

probably passed us, but we slid through with minimal work on our way out into the Carquinez Strait and San Pablo Bay. Fun!

Once we were clear of the constriction and confusion, the sail was a quick, pleasant close-hauled affair without a single drop of water on the deck. And with reasonably consistent breeze all the way across San Pablo Bay and up to the finish off the San Rafael Channel entrance, our team seemed disappointed that we hadn't had time to finish the beer we'd packed for the weekend.

No worries. We'll save it for the next YRA Party Circuit race, the Second Half Opener, July 28. Unfortunately the limes won't last that long.

— *dave wilhite*

GREAT VALLEJO RACE RESULTS (YRA/VYC: May 5-6)

Saturday's Race:

MULTIHULL — 1) **HMB Boys & Girls Club**, D-Class cat, Alan O'Driscoll; 2) **Rocket 88**, D-Class cat, Ian Klitzka; 3) **Adrenaline**, D-Class cat, Bill Erkelens. (12 boats)

PHRF 1 (PHRF ≤ 0) — 1) **Double Trouble**, J/125, Peter Krueger; 2) **Tai Kuai**, Custom R/P

44, Daniel Thielman; 3) **Bodacious+**, 1D48, John Clauser/Bobbi Tosse. (6 boats)

PHRF 2 (PHRF 3-39) — 1) **Racer X**, Farr 36 ODR, Gary Redelberger; 2) **War Pony**, Farr 36 ODR, Mark Howe; 3) **High 5**, Custom Farr 40 IMS, Joseph Andresen. (8 boats)

PHRF 3 (PHRF 42-66) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Jeannette**, Custom Frers 40 IOR 1-tonner, Henry King; 3) **Quiver**, Custom Nelson/Marek 36, Jeffrey McCord. (9 boats)

SPORTBOAT 1 (60 & Under) — 1) **Intruder**, Melges 32 ODR, Gregory Dyer; 2) **Ragtime**, Modified J/90, Trig Liljestrand; 3) **Wild 1**, Flying Tiger 10 Meter ODR, John Lymberg. (8 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **Bullet**, Michael Maloney; 3) **Expeditious**, Bartz Schneider. (6 boats)

J/105 — 1) **Roxanne**, Charles James; 2) **Arbitrage**, Bruce Stone; 3) **Jam Session**, Adam Spiegel. (8 boats)

SPORTBOAT 2 (63 & Up) — 1) **Arch Angel**, Antrim 27 CM ODR, Bryce Griffith; 2) **Rufless**, 11: Metre ODR, Rufus Sjoberg; 3) **For Pete's Sake**, Ultimate 24 ODR, Peter Cook. (10 boats)

PHRF 4 (PHRF 69-81) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Raven**, Beneteau First 35, David Schumann; 3) **Jarlen**, J/35, Robert Bloom. (12 boats)

PHRF 5 (PHRF 84-99) — 1) **Warpath**, Olson 30 OB, Andrew Zimmerman; 2) **Red Cloud**, Modified Farr 36, Don Ahrens; 3) **Marrakesh**, Express 34,

SUPERMOON SAILING PARTY



CENTER & RIGHT: WWW.PRESSURE-DROP.US

Craig & Ann Perez. (13 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Audacious**, J/29 OB, Scott Christensen; 3) **Heart of Gold**, Olson 911-S, Joan Byrne. (11 boats)

PHRF 6 (PHRF 102-117) — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Sheeba**, C&C 99, Michael Quinn. (13 boats)

SHORTHANDED — 1) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 2) **Sweet Tea**, Moore 24, Robbie Ann Gabriel; 3) **Stink Eye**, Laser 28, Jonathan Guttoff/Christine Weaver. (12 boats)

PC EXPRESS 27 — 1) **Take Five**, Donald Carroll; 2) **Elise**, Nathalie Criou/Nathan Bossett; 3) **Wile E Coyote**, Dan Pruzan. (12 boats)

PHRF 7 (PHRF 120-135) — 1) **Arcadia**, Custom Nash 28.5, Gordon Nash; 2) **E-Ticket**, Moorings 38, Noble Griswold; 3) **Chimera**, Custom Little Harbor 47, Grant Miller. (13 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Cassiopeia**, Kit Wiegman; 3) **Luna Sea**, Daniel Knox. (11 boats)

NON-SPINNAKER — 1) **Rascal II**, Pearson 28 Triton, Norman Thomas; 2) **Jack Aubrey**, Cal 27-2 IB, Lori Dennis; 3) **The Edge**, Hunter 45, Bill Mad-dex. (4 boats)

J/120 — 1) **Chance**, Barry Lewis; 2) **Grace Dances**, Richard Swanson; 3) **Desdemona**, John Wimer. (5 boats)

SF 180 — 1) **Huge**, Catalina 30, William Wood-

Clockwise from upper left: The Swan 38 'Tru-ant' glides north; a salute from the Ohashi 52 'Leglus'; the J/125 'Double Trouble' catches the breeze near Vallejo; parade past The Brothers; the J/120 'Grace Dances' struggles to live up to her name; battle of the blue spinnakers.

ruff/Russell Houlston; 2) **Achates**, Newport 30-2, Robert Schock; 3) **Lelo Too**, Tartan 30, Emile Carles. (8 boats)

PHRF 8 (138-156) — 1) **Sea Spirit**, Catalina 34, Larry Baskin; 2) **Half Off**, Moore 24, Andy Hall/Thomas Carlon; 3) **Pretty Penny**, Custom Mull 30, Bruce Sinclair. (15 boats)

PHRF 9 (159-168) — 1) **Downtown Uproar**, J/24, Darren Cumming; 2) **Shut Up & Drive**, J/24, Valentin Lulevich/Zane Starke; 3) **El Gavilan**, Hawkfarm 28, Chris Nash. (14 boats)

PHRF 10 (171-198) — 1) **Siento el Viento**, C&C 29, Ian Matthew; 2) **Moxie**, Cal 29-2, Laurence Bekins; 3) **Gypsy Lady**, Cal 34-1, Val Clayton. (12 boats)

PHRF 11 (201 & Up) — 1) **Ringer**, Cal 27-2 IB, Gary Cicerello; 2) **Can O' Whoopass**, Cal 20, Richard Von Ehrenkrook; 3) **Byte Size**, Santana 22, Anna Alderkamp. (7 boats)

Sunday's Race:

MULTIHULL — 1) **BridgeRunner**, SL 33 Ocean Rig cat, Urs Rothacher; 2) **Adrenaline**, D-Class cat, Bill Erkelens; 3) **HMB Boys & Girls Club**, D-

Class cat, Alan Driscoll. (12 boats)

PHRF 1 (PHRF ≤ 0) — 1) **Tai Kuai**, Custom R/P 44, Daniel Thielman; 2) **Bodacious+**, 1D48, John Clauser/Bobbi Tosse; 3) **Deception**, Santa Cruz 50, William Helvestine. (6 boats)

PHRF 2 (PHRF 3-39) — 1) **Soozal**, King 40, Daniel Woolery; 2) **Astra**, Farr 40 ODR, Mary Coleman; 3) **High 5**, Custom Farr 40 IMS, Joseph Andresen. (8 boats)

PHRF 3 (PHRF 42-66) — 1) **Jeannette**, Custom Frers 40 IOR 1-tonner, Henry King; 2) **Hawkeye**, IMX 38, Frank Morrow; 3) **Encore**, Sydney 36 CR, Wayne Koide. (9 boats)

SPORTBOAT 1 (60 & Under) — 1) **Intruder**, Melges 32, Gregory Dyer; 2) **Alpha Puppy**, 1D35, Alex Farell; 3) **Ragtime**, Modified J/90, Trig Liljestränd. (8 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Stewball**, Bob Harford; 3) **Golden Moon**, Bill Bridge/Kame Richards. (6 boats)

J/105 — 1) **Arbitrage**, Bruce Stone; 2) **Roxanne**, Charles James; 3) **Jam Session**, Adam Spiegel. (8 boats)

SPORTBOAT 2 (63 & Up) — 1) **Rufless**, 11:Me-tre ODR, Rufus Sjoberg; 2) **For Pete's Sake**, Ultimate 24 ODR, Peter Cook; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (10 boats)

PHRF 4 (PHRF 69-81) — 1) **Jarlen**, J/35, Robert Bloom; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Summer and Smoke**, Beneteau First 36.7, Pat Patterson. (12 boats)

GREAT VALLEJO RACE

WWW.NORCALSAILING.COM



PHRF 5 (PHRF 84-99) — 1) **Red Cloud**, Modified Farr 36, Don Ahrens; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Marrakesh**, Express 34, Craig & Ann Perez. (13 boats)

SF 30 — 1) **Topgallant**, Tartan Ten, Jim Lindsey; 2) **Firebolt**, Laser 28, Mike Holden; 3) **Elusive**, Olson 911-S, Charles Pick/Eben March. (11 boats)

PHRF 6 (PHRF 102-117) — 1) **Baleineau**, Olson 34 SM, Charles Brochard; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Tutto Bene**, Beneteau 38s5, Jack/Carly Vetter/Hegle. (13 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30 OB, Pat Broderick; 2) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 3) **Pegasus**, J/35, Marc Sykes. (12 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Peaches**, John Rivlin; 3) **Magic Bus**, Marc Belloli. (12 boats)

At regatta time the Vallejo YC staff live by the motto 'the more, the merrier'. Every year they shoehorn in a remarkable number of boats.

PHRF 7 (PHRF 120-135) — 1) **Arcadia**, Custom Nash 28.5, Gordon Nash; 2) **Whirlwind**, Wyliecat 30 IB, Dan Benjamin; 3) **Life Is Good**, Wyliecat 30 OB, Andy Hall. (13 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman; 2) **Windwalker**, Richard Shoenhair/Greg Gilliom; 3) **Captain Hooke**, Tom & David Newton. (11 boats)

NON-SPINNAKER — 1) **Jack Aubrey**, Cal 27-2 IB, Lori Dennis; 2) **Rascall II**, Pearson 28 Triton, Norman Thomas; 3) **The Edge**, Hunter 45, Bill Maddex. (4 boats)

J/120 — 1) **Chance**, Barry Lewis; 2) **Desdemona**, John Wimer; 3) **Twist**, Timo Bruck. (5 boats)
SF 180 — 1) **Achates**, Newport 30-2, Robert

Schock; 2) **Zeehond**, Newport 30-2, Donn Guay; 3) **Lelo Too**, Tartan 30, Emile Carles. (8 boats)

PHRF 8 (138-156) — 1) **Half Off**, Moore 24, Andy Hall/Thomas Carlon; 2) **Pretty Penny**, Custom Mull 30, Bruce Sinclair; 3) **Bosporus II**, Columbia 36, Rick Wallace. (15 boats)

PHRF 9 (159-168) — 1) **TMC Racing**, J/24, Michael Whitfield; 2) **Downtown Uproar**, J/24, Darren Cumming; 3) **Pearl Olson** 25, Thomas Blagg. (14 boats)

PHRF 10 (171-198) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Siento el Viento**, C&C 29, Ian Matthew; 3) **Gypsy Lady**, Cal 34-1, Val Clayton. (12 boats)

PHRF 11 (201 & Up) — 1) **Ringer**, Cal 27-2 IB, Gary Cicerello; 2) **Can O' Whoopass**, Cal 20, Richard Von Ehrenkrook; 3) **Byte Size**, Santana 22, Anna Alderkamp. (7 boats)

See complete results at: www.yra.org



OWL HARBOR MARINA — LIKE NO OTHER.

ISLETON, CALIFORNIA
OFF THE SAN JOAQUIN — CHANNEL MARKER 41
STAY FOR A NIGHT, A MONTH,
A SEASON.

916-777-6055
WWW.OWLHARBOR.COM



RED IS RELIABLE

When your day on the water takes an unexpected turn, count on VESSEL ASSIST to get you back on track.

- Trustworthy Towing
- Battery Jumps
- Fuel Delivery
- Soft Ungroundings
- 24/7 Dispatch Service
- 25 Member Benefits

BoatU.S. has the nation's largest fleet, ready to serve you coast to coast at over 300 ports.

VESSEL ASSIST is still only \$149, JOIN TODAY!

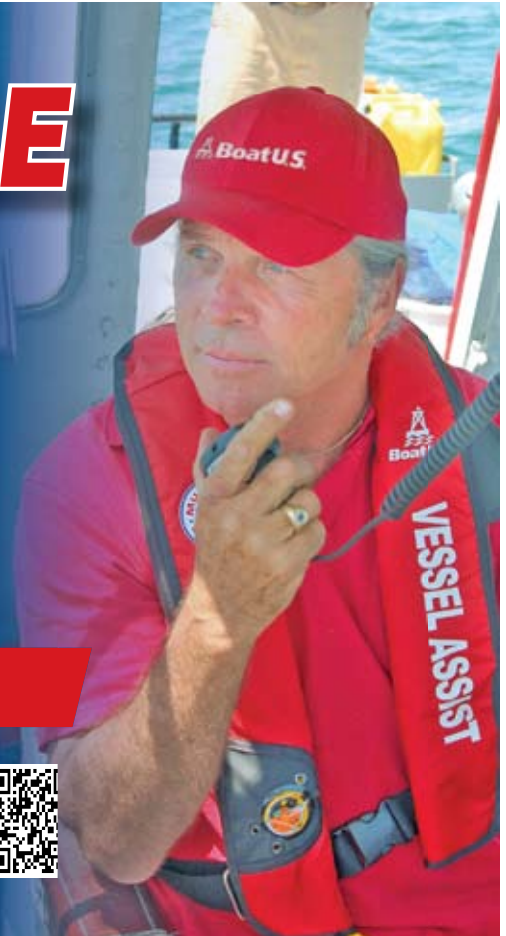
VESSEL ASSIST
Towing You Can Trust From BoatU.S.

800-888-4869

www.BoatUS.com/towing



Details and exclusions can be found online at BoatUS.com/towing or by calling.



Quality Since 1986



Ventura Harbor
B O A T Y A R D

Haul Outs To 160 Tons

(805) 654-1433

1415 SPINNAKER DRIVE
VENTURA, CA 93001

WWW.VHBY.COM

info@vhby.com



RIG SHOP

Equiplite, Alpha Ropes, Ferrules...

**STANDING RIGGING SPECIALISTS
25% DISCOUNT
FOR MONTH OF JUNE!**



Carbon composites to furling systems, Hansen Rigging is ready to upgrade your sail handling.

THE ONLY

Online, In Person, At Your Slip:

HANSEN RIGGING

2307 Blanding Ave., Alameda • 510.521.7027

www.hansenrigging.com



EL SALVADOR CRUISERS' RALLY —

Latitude's contributing editor Paul Kamen normally spends a lot more time racing than cruising, but last month he dove head-first into the cruising life with a visit to El Salvador's Bahia del Sol, home to a cruisers' rally that's increasing in popularity every year.

Any sailors who did advance research on El Salvador might be just a little put off by what they read: a high crime rate, a breaking bar at the estu-

next to the open-air bar and restaurant, with kids of cruising families and local vacationers splashing in the pool and a one-dollar *Dos Equis* in my hand. There's

a pleasant 80° sea breeze blowing and another plate of ceviche on order. No one here, whether sailor, tourist, charter boat crew or expat, has a bad word to say about the hotel, the marina, the estuary, the country, or the El Salvador Cruisers' Rally that brought us here.

Why the Disconnect?

Let's look at the negatives one at a time, and put them to rest.

High Crime — Yes, some parts of El Salvador are dangerous, but you don't have to go there. Tourists are generally safe, and the Jaltepeque Estuary waterfront is especially safe. The Costa del Sol peninsula, where Hotel Bahia del Sol is located, is the Sausalito of El Salvador — the vice president lives just two doors down.

If you were cruising the coast of California, you wouldn't skip San Francisco Bay and a guest berth in Sausalito because of what you've heard about high crime in inner Richmond. Same deal here. The sportfishing boat crews and *panga* drivers will tell you about the gang wars up in the hills, but you can take the bus into San Salvador and not feel threatened. You will attract attention, though, especially if you are tall and/or blonde, because there just aren't many *gringos* here. But you aren't a crime target if you travel mainstream routes. At least, no more than in the busier parts of any big American city.

The Bar — There's a shoal protecting the estuary, and when the swell is up, it breaks at the entrance. There are no channel markers — the channel shifts frequently — and local knowledge plus high tide and a flood current are required for safe entry. But

then there's Rogelio. He's the bar pilot for Hotel Bahia del Sol, and he and his Jet Ski will guide you in and out at no charge (a \$5 tip is customary).

All breaking inlets can vary from benign to nasty, depending on the incoming swell characteristics and the tidal flow gradient. Check the swell heights on the GRIB files, check the tide carefully, and

The consensus is, "It's like cruising Mexico 50 years ago." And that's meant in a very positive way.

communicate with the hotel and with other cruisers who are already inside.

Of the 50 boats in this year's rally, there were no serious problems, although a few boats did report record knotmeter readings, and one boat took some water through an open companionway. So close your hatches and clip on — it can be a wild ride, but not a deadly one. The upside is that rally organizer Bill Yeagan usually rides shotgun on Regelio's Jet Ski, and he takes some awesome photos of each boat riding the big stuff.

Whenever the subject comes up, you'll hear horror stories about other difficult



The 'Cruisers Governing Council and Advisory Board' meets every afternoon at 4 p.m. — in the pool, of course.

ary entrance, 70-knot microbursts, a three-knot current running through the marina, and some pretty bad reviews for the hotel on travel websites. Will Rogers would never go near this place, if all he believed was what he read in the papers.

I write this from a poolside table

The final fiesta of this year's rally was a rock-in' affair that inspired many cruisers to shake their sealegs.



SAILORS' RESPITE ON THE COSTA DEL SOL

harbor entries up and down the coast. But here you have local guidance. Ultimately, it's your call whether to shoot the bar or wait for a lower swell state, so be patient and plan your arrival to make it easy.

Seventy-knot microbursts — Actually there was only one. Locals claim this was a "100-year event," meaning that the wind only gets that strong about once every century. There is probably some truth to this, based on the damage to docks and other structures that had been around for many years without incident. (See the microburst story in *Lectronic Latitude*, and follow the link to the blog at the end of this story for more details.) At least it was over quickly, no one was hurt, and the fleet learned not to anchor too close to the docks.

The good news about weather is that El Salvador is completely outside the track of any recorded hurricane, in any season.

The three-knot current — It's more typically closer to two knots at peak current, but that's still pretty fast for inside a marina. You'll notice a wake behind each piling on a strong ebb, so all the berths are parallel to the flow. Keep the tide table handy and plan your dinghy

Ralliers converged to swap tales and celebrate the good life during the annual dinghy raft-up in the calm waters near Bahia del Sol.

trips accordingly, especially if you dink over to one of the wonderful little one-cook, three-table *palapa* seafood restaurants out on the sand bar. The good thing about the tide is that it flows both ways.

Bad internet hotel reviews — There are two kinds of reviews: The bad ones from the Yankee tourists who fly down expecting a luxury resort at a bargain price, and the good ones from the cruisers who sail in and

book a room for some air conditioning and a break from the boat. Everything is relative: the bargain-hunting *norteamericanos* tend to pan the place, but the yachties love it. And what's not to love? The pool is clean, the food is good, the prices are right, the staff is friendly and the air conditioners work. If you think the sound of roosters in the morning ruins your vacation, well, that's your problem, not the hotel's.

What's important is that the hotel

has made a substantial commitment to attracting and retaining cruising sailors, starting with reasonable dock rates and discounts on already-inexpensive hotel meals, and ending with that one-dollar beer in my hand. There is even a free



EL SALVADOR RALLY

Shooting the bar is hair-raising fun. Even a heavy cruiser is likely to peg the knotmeter surfing over the shallow spot.

port authority and immigration service on site, so you don't have to taxi to the commercial port or the airport to clear in and out.

Now the Positives

The consensus is, "It's like cruising Mexico 50 years ago." And that's meant in a very positive way. This place has not been changed by the massive hotels and saturation tourism of many popular Mexican ports. No cruise ship terminals, no high-rise hotel, no time-share sales force tracking your movements.

The locals still like us, and it's not an act. It's easy to like them, too. One of the projects funded by cruisers is a water filtration program for Isla Cordoncillo right across the estuary from the hotel. This narrow island is two miles long and supports about 65 households, most of them engaged in subsistence fishing, or raising pigs and chickens. There's well water, but it's muddy and unsafe. Cruisers have provided the money for a simple filtration system, now installed on 38 of the island's shallow fresh-water wells.

But it's really the hotel that makes this a great cruising rendezvous point. The bar, the restaurant, the proximity to the well-protected docks and dinghy landing, and the yacht-friendly pricing make this a natural for the cruising fleet.

One of the more enjoyable features of Bahia del Sol is that you are very definitely outside the Yankee tourist bubble. Nearly all of the hotel guests — at least



EL SALVADOR RALLY

EL SALVADOR CRUISERS' RALLY —

the ones who did not come by boat — are Salvadoran middle class. If you don't like mixing it up a little with the locals, steer clear. In fact, don't leave the U.S. at all, because you won't find friendlier folks anywhere.

Estero Jaltepeque is also a good place to leave a boat for the summer. As noted above, the estuary has several guarded mooring fields just a short dinghy ride from the hotel where you can leave a boat in relative security. No haulout facilities, though. There's one failed attempt at a mini-boatyard on the island, but the

El Salvador is completely free of historical hurricane tracks.

Travelift dock silted in badly.

Case Histories: Jan Turner sailed in with her Ocean 71 some 11 years ago. She liked the place so much she ended her cruising right there, building a simple



LATITUDE / PAUL

The Doolittle family has been doing a lot! Since Ha-Ha'ing last fall aboard their Ranger 37 'Knee Deep', they've already made it to Panama.

house on Cordoncillo. She teaches English to the kids from the impoverished village, using her porch as an adjunct to their tiny, state-funded elementary school. It's fun to walk down the path with Jan and test her students' English with small talk. Their easy friendliness

seems to transcend the vast difference in culture and privilege.

The four Doolittles did the Ha-Ha this year in *Knee Deep*, their Ranger 37. They had planned to continue on to the Canal, but after delays for engine work in La Cruz decided to wait a year. They arrived in El Salvador in late March and now plan to leave the boat moored in the Jaltepeque Estuary for the summer. The boys, Mickey, 10, and J.P., 8, are at home in the hotel pool, and the family even ventured inland on a three-day volcano and rain forest camping trip. "El Salvador," reports Ben Doolittle, "makes Mexico look polished and modern — and expensive!"

Meanwhile, they are having as much fun as anyone, and keep in mind that they are cruising with four people in a not-very-spacious old race boat from the IOR era. It makes a statement about A) not waiting 'til your kids are grown, and B) not wasting time saving up for that perfect 45-ft cruising machine. "Go now, go with what you got," says Ben.

Bill Yeargan and Jean Strain are the



WAKE ON WATER

Receive up to **12% off** slip rates at Kona Kai, the closest marina to open ocean in San Diego. Enjoy an array of complimentary dockside amenities, low monthly liveaboard fees, and reduced membership to the neighboring Kona Kai Club.



**Promotional 12% savings applies to slips up to 60 feet in length. Subject to availability. Other restrictions may apply.*

www.konakaimarina.com 619.224.7547 San Diego, CA

DISCOVER WHAT CRUISERS HAVE LEARNED

To outfit your Blue Water Adventure, go to **DOWNWIND MARINE**

The Cruiser's Chandlery, where you will find extensive experience and great value!



THREE STORES TO SERVE YOU

All with Online Convenience!



THE CRUISER'S CHANDLERY

www.downwindmarine.com
2804 Cañon Street
San Diego, CA 92106
(619) 224-2733
(866) 289-0242



www.sandiegomarine.com
2636 Shelter Island Drive
San Diego
(619) 223-7159
(800) 336-SDMX
Mexico 001-800-336-7369



www.sailingsupply.com
2822 Cañon Street
San Diego, CA 92106
(619) 225-9411
(800) 532-3831

We are a great family of marine stores with even more service, websites, and resources to meet all of your boating needs.

SAILORS' RESPITE ON THE COSTA DEL SOL

founders and energy centers of the El Salvador Cruisers' Rally. They sailed in for the first time in '06 and have made a second career out of promoting the Jaltepeque Estuary as a cruising destination.

A popular excursion for cruisers while staying at Bahia del Sol is exploring the lush waterways of the local estuary.



EL SALVADOR RALLY

"I want to retire," says Bill, "but not in a place where I'm surrounded by Americans."

How the Rally works — This year is Cruisers' Rally number three, and the count is already up to 50 participating boats. The format is a little more informal than some other cruising rallies, in that there are no hard start and finish dates and there's no single route or passage. There isn't a competitive boat racing component either — but at latitude 13N you'll be too deep into the tropics to want to race anyway.

The first gathering is in La Paz in mid-November for a free seminar and the initial round of info and swag distribution. Then it's on to Mazatlan in early December, then La Cruz with more seminars and more parties in mid-December and mid-January. In late January there's another meeting in San Diego for partici-



EL SALVADOR RALLY

Cruisers pose with two island families helped this year by the rally's Just Water water filter project.

pants who are getting a later start than the Baja Ha-Ha crowd.

The actual event begins in early March when boats begin arriving at hotel Bahia del Sol in El Salvador. That's where the hotel's promotional efforts converge with El Salvadoran friendliness: Rally boats get 50% off on berthing in the marina, 30% off on the (already inexpensive)

INSURING YACHTS FOR OVER 50 YEARS

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



Contact Us for a Quote

Exclusive MARINERS *Odyssey*® Program
Mexico
South America
South Pacific
Caribbean
Mediterranean

Racing Sailboat Program
TransPac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

www.marinersins.com

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

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

San Diego
800-639-0002

Puerto Vallarta
52-322-297-6440

East Coast
Bradenton, FL
800-914-9928

QUALITY COVERAGE AVAILABLE IN MEXICO

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

www.marinersmexico.com

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



EL SALVADOR CRUISERS' RALLY

hotel restaurant and bar, and free run of the hotel pool and dinghy dock, as well as other vital services for free or for cheap. Activities on site and off continue through the closing banquet at the end of April.

The schedule sets up the Baja Ha-Ha as a natural feeder event. After the Rally, the next stop is usually Costa Rica and on to Panama, or the Puddle Jump to the South Pacific, or down to Ecuador and the Galapagos.

Bill's advice, however, is to wait a season before going directly from your



LATITUDE / PAUL

Singlehander Zachary Lough of the Catalina 30 'Panache' struggles through another Spanish lesson taught by two local instructors.

first Ha-Ha to the El Salvador Rally. "You don't want to miss the Sea of Cortez," he says.

All in all, my brief sampling of the cruising life was a delightful change of pace. Who would have guessed that this remote stretch of coastline would have so much to offer for passing sailors?

— **latitude/paul**

For further information, see: <http://elsalvadorrally.blogspot.com> or www.facebook.com/#!/cruisersrallytoelsalvador

WHY COME TO EL SALVADOR?

El Salvador is a convenient stopping place for boats headed from Mexico to Central America and Ecuador. It's an easy two-day sail from Puerto Chiapas, Mexico to Bahia del Sol.

During the early spring cruising season the winds and currents are favorable and the weather is warm and mild. For those looking for a place to leave their boats for the summer, Bahia del Sol is

an excellent option. It's located inside a protected tidal estuary with a marina and two inexpensive mooring fields. Unlike other Central American countries, El Salvador permits recreational boats to stay in the country for as long as they wish. The \$1-per-day port fee can be paid in 30-day increments, and if you're out of the country when your permit becomes due you are allowed to pay when you return without penalty.

If you have crew or family joining you,

it's only 40 minutes to the international airport. The American and Canadian embassies are located in San Salvador should you need consular services like new passports, etc.

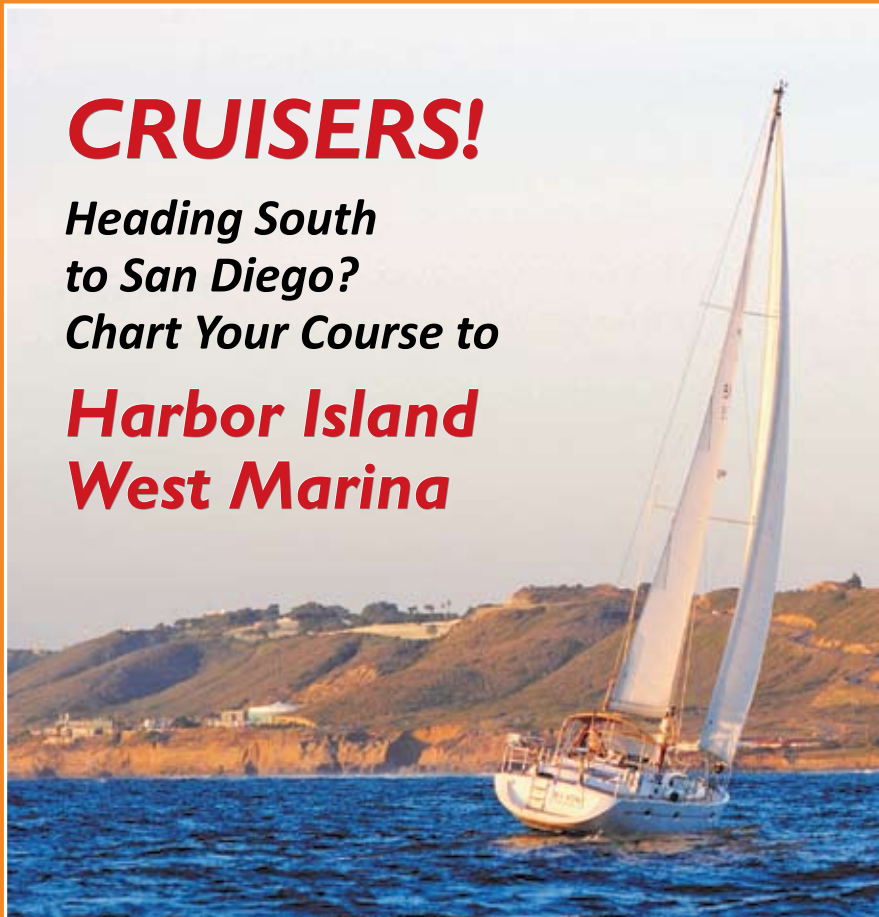
For cruisers wishing to continue their voyages farther into Central America, Bahia del Sol is a great place to stop for fuel, provisioning, a little recreation and a calm anchorage to rest.

— **bill yeargan**
rally co-coordinator

CRUISERS!

Heading South
to San Diego?
Chart Your Course to



Harbor Island
West Marina



HARBOR ISLAND WEST MARINA

619.291.6440

www.harborislandwest.com
marinaoffice@harborislandwest.com

-  We Cater to Cruisers
-  Outstanding Location
-  Special Baja Ha-Ha Rate!
-  Full Service Facility
-  Easy Access to Marine Suppliers



BAJA HA-HA XIX



BROUGHT TO YOU
BY THESE
OFFICIAL SPONSORS

WWW.BAJA-HAHA.COM

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

Your
Yacht Club
South of the
Border



Vallarta Yacht Club

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

Everything you need from a full service yacht club.

Home
of the
Banderas Bay
Regatta

ARE YOU READY TO HA-HA?

Judging by the 50 boats already entered in this year's Baja Ha-Ha rally, it looks like the range of boats in this year's fleet will be as varied as ever, and the crews who sail them will be as colorful as in year's past.

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

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

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com.

Summer
is safe at
Paradise



Paradise Village
BEACH RESORT & SPA

Enjoy
your stay
with us!

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

Nautical Books, Software, Charts
and more!



WAYPOINT

621 - 4th St., Oakland, CA

www.waypoints.com • (510) 769-1547

RIGGING ONLY

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

Since
1984

www.riggingandhardware.com
(508) 992-0434 • sail@riggingonly.com

ICOM®

Award-winning Marine Communications Equipment

Handhelds • Mounted VHF • SSB • AIS

Visit one of our many West Coast dealers

www.icomamerica.com/marine

SELF-STEERING AND EMERGENCY RUDDERS

auto-helm

MONITOR
RENEWAL

SOS Emergency
Rudder

SCANMAR
INTERNATIONAL

Factory
Direct

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

West Marine®

For your life on the water

1•800•BOATING

(1•800•262-8464)

for a catalog or the store nearest you.



Est. 1973

Almar Marinas

Everywhere you'd like to be
almar.com

BAJA HA-HA XIX



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



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



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



**Let Marina El Cid
Welcome You to Mexico**



A Cruiser's Paradise!

www.elcid.com

marinaelcidmazatlan@elcid.com.mx
011-52 (669) 916-3468

Serving Boaters
Since 1959



**New Mexican
Liability Program**
*Lower Rates * Tender Included*
Short Term Policies Available
(800) 992-4443

www.marinersins.com

See Our Half-Page Ad In This Issue

Newport Beach, CA - San Diego, CA
Burlingame, CA - Seattle, WA
Sarasota, FL - *Puerto Vallarta, MX
*Affiliate company of the Mariners Insurance Mexico

Best Marina in Banderas Bay



MARINA RIVIERA NAYARIT

AT LA CRUZ

www.marinarivieranayarit.com

011-52-329-295-5526

BLUE LATITUDE PRESS

The best cruising
information for the *Sea
of Cortez* and *Pacific
Mainland Mexico*

WWW.BLUELATITUDEPRESS.COM



**New Sails
and Sail Repair**

(619) 226-1133

www.UllmanSailsSD.com

MEET THE FLEET

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

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 at www.pacificpuddlejump.com.



Sign up here.
Get QR Reader
FREE at your
App Store.

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

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

The World's Highest Quality Marine Products



Not just a marina – a cruiser's community
Your best destination across the Sea...

www.marina-mazatlan.com

011-52 (669) 669-2936 & 2937
jaimeruiz@marinamazatlan.com



Survive Your Dream

ECHO Tec Watermakers

604-925-2660

www.hydrovane.com



Toll Free from US/Canada
866-578-2636

Mexican Land Line

011-52-322-297-2249

Cell

011-52-1-322-182-0006

www.vallartayachts.net

INTERNATIONAL HEALTH AND EVACUATION INSURANCE

Best in cruisers medical insurance
for the Baja Ha-Ha and beyond

WWW.HEALTHISINTERNATIONAL.COM



SAFETY
TETHERS!

wichard
Legendary stainless steel forging

www.wichard-usa.com

(866) 621-1062

info@wichard-usa.com

BROUGHT TO YOU BY THESE OFFICIAL SPONSORS




La Paz Hotel Association
 Welcomes you to La Paz,
 Enjoy our Baja Ha-Ha
 Beach Fiesta
 November the 20th
 011-52 (612) 122-4624
www.golapaz.com



OPEQUIMAR
 MARINE CENTER CENTRO MARINO

A Full Service Boat Yard in Puerto Vallarta
 88 ton Travelift • Parts • Service • Repairs

011-52 (322) 221-1800 www.opequimar.com
info@opequimar.com



*Weather, Email and
 Voice Solutions.*

Satellite Phone Sales
 and Rentals.

www.ocens.com
sales@ocens.com • (800) 746-1462

SAN DIEGO BAY'S




HARBOR ISLAND WEST MARINA
*Serving Southbound Cruisers in San Diego
 Bay for over 40 years*
www.harborislandwestmarina.com
 619.291.6440
CALL ABOUT OUR BAJA HA-HA CRUISER SPECIAL!

CHANNEL ISLANDS MARINA & VINTAGE MARINA



*For info on our
 exciting slip
 incentives call
 805.984.3366.*

**Mexico Boating
 Guide** Capt. Pat Rains

Covers every mile - no fluffo
 Pacific Baja
 Upper Sea of Cortez
 Lower Sea of Cortez
 Gold Coast
 Costa del Sur *New 3rd Edition
 2012*

www.MexicoBoating.com

IMPORTANT DATES

- Sept. 7 — Mexico-Only Crew List and Baja Ha-Ha Party, Berkeley YC; 6-9 pm. Mexico Cruising Seminar, 4:30-6 pm.
- Sept. 10 — Final deadline for all entries.
- Oct. 20 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 27 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 28, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 28, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 28, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 29, 11 am — S.D. Harbor Parade & Start of Leg 1
- Nov. 3, 8 am — Start of Leg 2
- Nov. 7, 7 am — Start of Leg 3
- Nov. 9 — Cabo Beach Party
- Nov. 10 — Awards presentations hosted by the Cabo Marina.
- November 20, 4-7 p.m. - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

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

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



MARINA DE LA PAZ
FULL SERVICE MARINA
 Conveniently located downtown
 Tel: 011-52 (612) 122-1646
 Fax: 011-52 (612) 125-5900
 email: marinalapaz@prodigy.net.mx
www.marinelapaz.com



*A Sailor's
 Consignment
 Chandlery*

Located at Grand Marina Dealer for Lavac Marine Toilets

www.bluepelicanmarine.com
(510) 769-4858

SAN DIEGO'S RIGGING CENTER
 Proudly serving for over 25 years



**We'll get you ready for your
 next sailing adventure!**

Design consulting • Commissioning • Refits
 Custom line and hardware

(619)
WE SHIP RIGGING WORLDWIDE
www.pacificoffshorerigging.com **226-1252**



Go Cruising, Not Camping, with High Output Water Makers, Alternators, and Power Products.

www.cruiseRowater.com



Charlie's Charts
 Cruising Guides & More!

Now, the most accurate Navigation Charts of Baja and the Sea of Cortez by Gerry Cunningham have joined the most well known and beloved Cruising Guides of Mexico, the U.S. West Coast and beyond... *Take our combined 70 years of Mexico cruising experience along on your adventure!*

GERRY SINCE 1973
 BAJA & SEA OF CORTEZ NAVIGATION CHARTS
www.charliescharts.com

FISHERMAN'S LANDING - SAN DIEGO



Your source for the most extensive line of saltwater fishing tackle, lures, rods and reels available!

(800) 566-0273
www.saltwatertackle.com

BOATYARD TOUR

Shortly before the Strictly Sail Pacific Boat Show in April, we took advantage of a perfect sunny Saturday to set out on our annual boatyard tour — a day (or more) when we grab our camera and visit Bay Area boatyards to chat with folks about their spring projects. The tour came after the Bay Area had seen a long period of heavy rainfall, and while some boatowners got lucky by hauling out after the sun reappeared, others had been in the yard far longer than originally planned. Most took it in stride, but they were all eager to get back on the water and start using their boats.

As usual, the types of people found working on their boats ran the gamut — from a retired doctor to a high school student, and a little of everything in between. Everyone was in great spirits, partly because the weather that day was sublime, but also, well, who doesn't get a little thrill from making their boat sparkle? As mundane as a chore may be, the completion of it brings a sense of satisfaction that's hard to beat.

Most of the tasks these folks had in front of them were relatively simple — a fresh boot stripe, a hull polishing, a quick bottom job — but a few had their work cut out for them. They were either at the tail-end of a months-long haulout or smack in the middle of it. Long projects can become extremely demoralizing, so we wish them luck for a speedy splash.

We apologize to the interview subjects in the following pages for the delay in printing their stories. Other news took precedence in last month's issue, but we're all here now, and we hope you enjoy.

— *latitude*/ladonna



Brezza. Formosa 43 — Charles Berletti could not be accused of being in a hurry. Owning a big, heavy 43-ft cruiser — "Actually, there's no dimension on this boat that's 43 feet," he noted drily — precludes one from having overly optimistic expectations of speed, but even so, Charles' laid-back attitude was impressive.

One of the first tasks a new boat owner tackles is renaming his new mistress. Not Charles. Six years later and his boat is officially nameless. "The original name was *Gentle Wind* and I had to take that right off," said the semi-retired doctor. "There's such superstition about changing a boat's name, I thought I might translate the name into something that's not so silly sounding." *Brezza*, Italian for 'breeze', is a leading contender, but is by no means written in stone — much less on the transom of the boat.

Charles' *mañana*-style perspective might lead one to think he's ripe for a cruise to exotic ports. One would be wrong. "If I could make it as far as the Channel Islands, that would be exotic enough," he said. He says he generally sails with anyone who will go with him, but mainly his wife, Jan, and their daughters.

Charles, who'd previously owned a Columbia 26 for many years, and his family generally enjoy sailing the Bay — but not too sprightly. "She's a little bit oversparred," he said, "so most of the time in the summer, I'm reefed. If I don't, my wife's knuckles get pretty white."

For his haulout, Charles was doing a simple bottom job and replacing his prop. "But there are enough things wrong with the boat that I'll be perpetually working," he chuckled. "I think that's the attraction."

— BETTER LATE THAN NEVER



Cornelius, Islander Bahama 30 — "If you can't be with the one you love," intoned an amorous Stephen Stills, "love the one you're with." And that's just what Chris and Keri Lundeen are doing. Acknowledging that a bigger boat is on the 'someday horizon', the Alameda couple say *Cornelius* really suits their needs at the moment. "It's just the two of us, so we don't need a lot of room" noted Keri.

The Lundeens bought the boat in '07, after she'd been sailed up and down the coast by her previous owner. ("She was featured in a couple issues of *Latitude* under her previous name, *Nino*," said Chris.) Over the last five years Chris and Keri have enjoyed sailing the Bay, but also have taken longer cruises to Petaluma and Half Moon Bay. "Well, Keri doesn't like to go out of the Gate," admitted Chris, "so she meets me down there." Regardless, they love getting the boat out as often as possible.

Chris says he's been sailing for almost all of his life. "My dad and I built my first sailboat together, a little catboat," he said. "I actually still have it in my garage." Now Chris and Keri sail their much bigger boat to Richardson Bay on weekends to visit his folks in Sausalito.

As frustrating as it may have been, the Lundeens exhibited great patience despite having been on the hard for a month due to April's nasty weather — they only needed to do a basic bottom job. "It's given me a lot of opportunities to do my own work," Chris said.

Such as buffing out the faded gelcoat. "I really love this boat," Chris said thoughtfully. "We may get another boat someday but, now that she's starting to get all shiny"



China Rose, Ingrid 38 — In the March issue of *Latitude* 38, we wrote of the passing of Bay Area surveyor Peter Minkwitz, whose friends and family had banded together to rehab the boat he built (with the help of those same family members) in the '70s. The hope was to return the once-pristine ferrocement ketch to her previous glory and then sell her to help Peter's widow, Doreen.

China Rose is still on the hard, with Kit Stycket leading the crew of workers. On this day, just three souls were there to sand their fingerprints off: Kit, her 17-year-old godson Jacob Abrahams (who sails FJs at Golden Gate YC and says he works on the boat for food), and Peter's youngest brother Andrew. "Not many people show up to help anymore," said Kit. "Andrew's here every day, and Jacob is a lifesaver. Commodore Tompkins did come and service the seacocks, though."

Kit says that though they're a long way from being finished, they can see the light at the end of the tunnel — and it's not an oncoming train. "We're not taking things off anymore. Now we're in the 'adding stuff back on' phase."

The 'Friends of China Rose' Facebook page that Kit set up to help organize work parties has 65 members, and is a great way to get in touch with those who are helping with the restoration. If you'd like to lend your fingerprints, Kit says to contact her at (916) 712-3571 or k11747@yahoo.com.

BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA

Brown Sugar, Doug Peterson 38 — Once upon a time, there was a cold-molded one-tonner that had quite a reputation on the Bay. Then she was sold to an unassuming Turkish architect, who continued to race her but who wasn't prone to throttling competitors who dared to protest him, so her reputation mellowed.

Of course, that doesn't mean Utkan Salman doesn't have his own stories to tell. In addition to having sailed *Brown Sugar* to Mexico, during the Clinton administration, he and his crew also sailed her to Cuba — three times! "One time the Coast Guard was on our tail," recalled Utkan. "They were very polite during the safety inspection, and then left. That wouldn't have happened under Bush."

For 20 years, Utkan and his wife Berna have taken seriously their roles as stewards of *Brown Sugar*, which was built in San Diego in '79. But now they say they're ready to pass on the responsibility to someone else. "I don't race anymore," said Utkan, "but I still like to go fast, so I sail on my J/80 *Isis* (it's named after my granddaughter)."

But before letting go, Utkan decided the boat needed a bit of a refit, so over the last 20 months, she's had all of her rigging replaced with high-tech Spectra, and a contractor prepped the boat for painting. By the time you read this, she's undoubtedly been painted white and is back in the water, awaiting her future owner.

Utkan may be selling a piece of sailing history, but that doesn't mean he's given up sailing. "We're both from Istanbul so we want to cruise the Med," he said. When asked if he planned to charter, he laughed. "I don't believe in charters. Either we'll buy and sell or buy and throw away!"



Freelance, 38-ft wooden sloop — Some might consider moving from a 15-ft home-built Snipe to a 38-ft woodie that's old enough to collect Social Security to be quite a leap. "My friends thought it was a leap of faith," Rich Salvini said. "It was more like stepping into quicksand!"

Rich acquired the mahogany plank-on-oak frame *Freelance* — which was designed by Francis J. Gilo and built in New York in '35 — in Falmouth, Massachusetts, in '99 after searching for a wooden boat for two years. The surveyor told him the boat had four or five broken frames. "More like 35-40!" This was, of course, discovered *after* he'd had her trucked out to the Bay.

"When I got the boat, absolutely nothing worked," Rich recalled. "The winches, the horns, nothing. It all had to be completely redone."

During his first sail aboard, Rich was with his wife and brother-in-law, an experienced racer. "It's was blowing about 15 knots and I was freaking out," he recalled. "That main is so big! But we're sailing along and we hear this 'bang!'" Not being able to determine the source of the noise, the trio finished their sail and took her back to her berth.

"As we're pulling into the dock, my brother-in-law noticed a cable trailing behind us." As it turned out, a chain-plate had given way, which snapped the mast forward enough to take out

— BETTER LATE THAN NEVER



Spanish Dancer, C&C 35 — There's an old maxim that warns, "The only ship that doesn't sail is a partnership." But here are some guys who've proven otherwise. "We've had eight different people in this partnership over 20 years," said co-owner Jim Ellis. "Some of them have left and come back in again."

Jim and his current partners, Robert Hammond, Tom Marinshaw and Dan Chase (not present), have what amounts to a handshake agreement. "We've never had a written agreement," he said. Not something we'd recommend, but it's clearly worked for this group of sailors. "What's more is that we still like to sail together!"

The sailing schedule they've worked out is simple and very flexible — each owner gets the boat every fourth week. If someone else wants the boat that week, they usually figure it out. When it comes to boat work, they split it as evenly as possible. Each owner sends their monthly 'dues' to Tom, who's been charged with keeping the checkbook. "Maybe I'm the stupidest one," he mumbled. In fact, according to the boys, the hardest part of having multiple partners over the years has been dealing with the DMV.

Spanish Dancer was hauled for a quick bottom job and fresh boot stripe, and was getting ready to splash a couple days after we met. After that, the guys will continue what they like doing best: daysailing. "We used to race," said Robert, "but now the human race is where we're at."



the backstay. "We got tied up and we pulled the chainplate right out of the deck!"

It was another four years before Rich started a 14-month rebuild, re-fastening the entire boat, replacing planks and floor timbers, building a new rudder, painting. "My wife said, 'You told me you weren't going to buy a project boat,'" Rich laughed. "The thing is, I didn't know I did."

For this comparatively mellow month-long haulout, Rich had some bad blocking and frames replaced, had a fresh bottom put on, and touched up the paint. "This is my fourth or fifth paint job, and I think I finally figured it out," he laughed.

Even with all the work and 'green infusion' Rich has poured into *Freelance*, he estimates she's only about 75% complete. The interior was well-gutted and in the middle of a major renovation, with the cabin sole being next on the list.

As for *Freelance's* future, Rich says he's just going to keep working on her and sailing her around the Bay, often singlehanded. "I don't want to hurt her feelings," he said, "but I don't think going bluewater is a very good idea." In owning such a beautiful, high-maintenance boat, he may feel as if he's stepped into quicksand but at least he's not hiding his head in it.

BOATYARD TOUR

Josephine, International Folkboat — If you think the racing community on San Francisco Bay is tight, try drilling down into a specific fleet. You'll find connections and friendships that span the globe. Such is the case with the sailors who are owned by International Folkboats.

Eric Kaiser, a middle school teacher, is a perfect example of how small the world of Folkboaters is. Eric had owned and raced on his previous Folkboat *Nordic Belle* (#105) for five years when he found himself in Denmark for a regatta. He got to talking with a local racer who was having trouble qualifying to borrow a Bay Area boat for an upcoming event, so Eric told him that if he brought his own boat, he would automatically qualify. "I just made that rule up on the spot," he laughed.

A short time later, the fellow emailed Eric photos of *Josephine*, and Eric shot back, "I'll buy her after the race!" The fellow brought the boat to the Bay, raced her, then sold her to Eric when he left. "It couldn't have worked out any better for me," he said.

After four seasons of racing *Jose-*



phine in the WBRA, Eric saw signs that the keel bolts needed replacing, so he had the professionals take care of that in January, along with aligning the rudder. But he left the final bottom job until as close the start of the season as possible. "I should be back in the water next week," he told us a few weeks before the season started, "but they can take as loooong as they want!"

Eric used to keep *Josephine* in San

Francisco Marina but was "booted out" for the restoration project. He's hoping to sublet a slip there again but, he says, if worse comes to worst, he'll find a slip in Sausalito and buy an engine — something he's never felt the need to own before.

Having grown up sailing on his dad's Folkboat, Eric says that there's really no other boat that could be an alternative for him. "I learned from my dad, so now I'm taking what he taught me and trying to do as well as he did."

RARE OPPORTUNITY!
TWO 40' COVERED SLIPS AVAILABLE

LOCH LOMOND MARINA

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

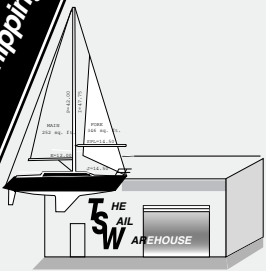
110 Loch Lomond Drive, San Rafael, CA 94901

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

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com

Fast Shipping!



Over 1,000 New and Used Sails In Stock! Complete Inventory Searchable Online

- Mainsails
- Furling Genoas
- Storm Sails
- Sail Covers
- Cruising Spinnakers

Sample Prices

Catalina 22 Mainsail	\$465
Catalina 27 Mainsail	\$695
Catalina 30 Mainsail	\$1195
Catalina 36 Mainsail	\$1475
Catalina 42 Mainsail	\$2175
Ericson 27 Mainsail	\$675
MacGregor 25/26 Mainsail	\$565
O'Day 25 Mainsail	\$550
Pearson 26 Mainsail	\$650

New Sails In Stock and Ready to Ship!

Order today and we'll ship tomorrow!

Discount Roller Furler Specials

CDI FF2	\$485
CDI FF4	\$605
CDI FF6	\$730
CDI FF7	\$1040
CDI FF9	\$1390
CDI Mainsail Furler	\$1495
CDI Spinnaker furler	\$825
Profurl C290	\$1075
Profurl C320	\$1495
Profurl C350	\$1925
Profurl C420	\$2495
Profurl C430	\$2845
Profurl C480	\$5468
Profurl C520	\$5768
Harken Prices	Upon Request



The Sail Warehouse

www.thesailwarehouse.com

(831) 646-5346

COOL, COMPACT 12V DC* AIR CONDITIONING

from



*Powers through 700w inverter

NEW



CALL FOR QUOTE

Enjoy year-round cabin comfort with this new breakthrough, efficient air conditioning unit.



SWEDISH MARINE

1150 BRICKYARD COVE RD., SUITE B6
PT. RICHMOND, CA 94801 • (510) 234-9566



RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

**Concrete
— Dock System**

**Well Maintained
Facilities**

**Beautiful
Surroundings**

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com

100 Gate Six Road, Sausalito • Fax 415 332-5812

EYE ON THE BAY —



SAUSALITO BEER CANS



Whether you love your job or just tolerate it, typical workday stresses can sometimes make it seem like it takes an eternity to get from Monday morning to the weekend — when they get to do all the fun stuff like going sailing on the Bay.

But at the Sausalito YC they don't wait for the weekend to get out on the water. Both members and non-members celebrate their sailing passion every Tuesday evening throughout the summer with what they call the Sunset Series.

What a brilliant idea. Instead of wasting time sitting in mind-numbing, peak-commute traffic or subjecting themselves to that guaranteed

Spread: Robert Long's sleek Hinckley 38 'Mimicat' hunts down the leaders. Insets, left to right: Ron Anderson helms his J/105 'Streaker', Jeff Hutter's Tartan Ten 'Gammon' barrels along on a reach; Rail-riders dangle their toes aboard Mark Tishler's Catalina 30 'Willin'.

— all photos jeff zarwell

EYE ON THE BAY

JEFF ZARWELL



downer called the evening news, beer can racing puts them in the hands of Mother Nature, gives them a bit of light exercise, and forces an upbeat attitude adjustment that might even last 'til the weekend.

May 15, when these shots were taken, was the second race in the Sunset Series; a gorgeous sailing night with varied winds up to 20 knots in a growing flood. One spinnaker and two non-

No, this image wasn't shot through a pair of Ray Bans. The scene was naturally surreal, with the sun piercing through a loaf of clouds that hung over the Marin hills.

spin fleets ran sausage courses up to Yellow Bluff and Knox.

According to SYC Race Chair Dave Borton, the carnage tally included a number of spinnaker wraps and the knock-down of a new Open 5.70 Sportboat, which launched a crewman over-

board. Skipper Dave Peckham later wrote: "We were sitting in a bizarre hole up near Yellow Bluff. Zero wind and in the washing machine. Then whammo, a burst came down on us, mast in the water without warning." Luckily, the crewman was safely recovered, unharmed.

"All in all, a fun night," says Borton. "There were lots of smiles at the club after the race." There always are!

— **latitude/andy**

RED IS RELIABLE

When your day on the water takes an unexpected turn, count on VESSEL ASSIST to get you back on track.

- Trustworthy Towing
- Battery Jumps
- Fuel Delivery
- Soft Ungroundings
- 24/7 Dispatch Service
- 25 Member Benefits

BoatU.S. has the nation's largest fleet, ready to serve you coast to coast at over 300 ports.

VESSEL ASSIST is still only \$149, JOIN TODAY!

VESSEL ASSIST
Towing You Can Trust From BoatUS

800-888-4869
www.BoatUS.com/towing



Details and exclusions can be found online at BoatUS.com/towing or by calling.



BERKELEY MARINA



Centrally located off Hwy. 80 at University Ave. • Fast Access to the Central Bay • Fuel Dock • Marine Center with 35 Ton Lift Capacity • Launch Ramp • Waterfront Hotel • Restaurants • Adventure Playground • 17 Acre Off-leash Dog Park • Picnic Sites • Deli and More...



CITY OF BERKELEY
PARKS RECREATION AND WATERFRONT

Berkeley Marina Office
201 University Ave. • 510-981-6740

Visit our website at: www.ci.berkeley.ca.us/marina

FULL SERVICE MOBILE RIGGING



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



Alameda

yachtcheck@yahoo.com

(510) 815-4420

Ballenger Spar Systems, Inc.

Custom Racing and Cruising Spars
Expert Design and Consultation

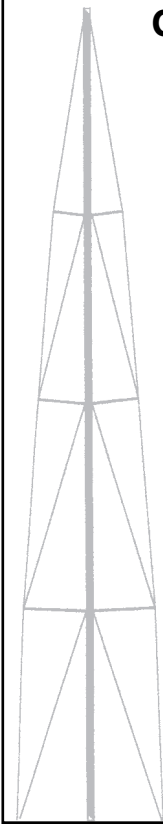
- Carbon and Aluminum spars
- Rod and wire rigging
- Hi-tech and conventional halyards
- Spar kits, extrusion
- Repair and modification
- Custom fabrication, waterjet and CNC
- Hardware, sheaves, spreaders
- Bay Area pick-up and delivery
- *Discounts* on halyards, standing rigging, deck hardware, furlers, Navtec integral cylinders
- Over 40 years experience!

Call about Carbon Spars.
Masts • Booms • Poles

www.ballengerspars.com

831/763-1196

831/763-1198 (fax)



2012 SINGLEHANDED

Solo sailing is, by definition, a solitary endeavor, but the racers in the 18th running of the Singlehanded TransPac Race — a biennial 2,120-mile marathon from San Francisco Bay to the lush shores of Hanalei Bay on the island of Kauai that's sponsored by the Singlehanded Sailing Society — will be anything but lonely. This year's fleet tips the scales at 29 boats, which is a far cry from the race's all-time high of 38 boats in 1980, but it's the biggest fleet since then.

Boats range from a 21-ft Mini Transat to an Open 50 — and plenty of variety in between — so this year's race also promises to be one of the most fascinating in years. While no one can predict what the weather gods will offer, there's little doubt that each skipper has already sketched out his or her game plan. And following their progress will be easier than ever this year.

"We've contracted with Yellowbrick to provide satellite trackers for each boat," says Race Chair Rob Tryon. "Now race fans will be able to watch their favorite boat's progress — they send a 'ping' every two hours — right on our website."

The race starts June 30 at 11 a.m. off the Corinthian YC. If you've never escorted the fleet out the Gate before, this might be a good year to make the effort. In addition to the TransPac, the Great San Francisco Schooner Race will offer some great photo ops.

The race website, www.singlehandedtranspac.com, has detailed info about the race and racers, but here's a quick introduction to this year's fleet.

Tom Watson

Darwind — Pearson Triton
Sausalito

Previous SHTPs: none

Tom is a relative newcomer to sailing, having caught the bug — "Not your garden-variety sailing bug," he says, "but the full-on Ebola of sailing bugs" — just three years ago. In that time he's owned three boats, placed well in a number of short-handed races, started a 501(c)(3) nonprofit that organizes regattas to raise funds for the Breast Cancer Research Foundation, and started a campaign to circumnavigate solo and unassisted aboard his 28-ft bubble-gum pink *Darwind*.

When he's not sailing *Darwind*, Tom develops websites, teaches sailing, studies celestial navigation and crews professionally aboard former America's Cup boat *USA 76*.



Cliff Shaw

Rainbow — Crowther 10 meter
Noyo

Previous SHTPs: none

At 14, Cliff knew he'd one day own a big cruiser but also knew he'd have to start much smaller. After saving up a whopping \$75 from his paper route to buy a neglected 15-ft wooden sloop, his love affair with sailing began. Most of his sailing career has been centered around San Francisco Bay — one year was spent on the Chesapeake out of Annapolis — where he discovered his penchant for solo sailing.

Rainbow came into Cliff's life in '98. He joined the Bay Area Multihull Association and the SSS, and became a regular at short- and singlehanded events. He went so far as to tag along with the '06 Pacific Cup fleet with a crew. But his decision to join the TransPac came after the '09 LongPac. "I enjoyed it so much that I went out a month later and did it again," he says. "That's when I decided to do the TransPac."



Jen Mooney

Little Bo Peep — Ericson 27
Edmonton, Alberta/Alameda

Previous SHTPs: none

Another sailing neophyte, Jen took up the sport two years ago on Lake Wabamun in Alberta, Canada, where she lives with her husband on a sheep ranch. Having fully embraced her new addiction, Jen searched the web for solo races and stumbled upon this so-called "bug light for weirdos." Not long after, she bought *Little Bo Peep* and set to work getting her race-ready — not an easy proposition when you live in a different country!

Jen's other passions include supporting Plan Canada's 'Because I Am a Girl' campaign and endurance horse riding. In fact, as soon as the race is over, she'll fly back to Alberta to take part in an ultramarathon in August.



Randy Leasure

Tortuga — Westsail 32
Half Moon Bay

TRANSPAC PREVIEW



'Mirage' and 'Solar Wind' demonstrate how it's done at the start of the 2010 Singlehanded TransPac. This year's start line will be decidedly more crowded.

LATITUDE / LADONNA

When Peter entered the 2010 Pacific Cup, he'd planned to sail *Scaramouche V* back to her homeport of Victoria,



B.C. singlehanded, but during the race realized she wasn't quite ready for that. "I found myself with no crew, so I ended up with a couple of first-class bottom feeders aboard for 20 days," says Peter. "I realized then that single-

handing had to be easier than that!"

After the race, Peter plans to head south for a while. "The rocking chair is threatening, so I think I'll see if the South Pacific is all they say it is."

George Lythcott

TAZ!! — Express 27
Alameda

Previous SHTPs: 2010

Considering that George has been sailing for 37 years — he learned on Boston's North Shore and Buzzard's Bay off Martha's Vineyard — it's no surprise that he's done well in the Bay's solo races since he started entering them in '06.

George bought *TAZ!!* in '05 for the specific purpose of joining the race, which he did in '10. That trip taught George many lessons — such as why you should never rely solely on frozen food while provisioning: your ice might melt faster than anticipated — and he's made adjustments to his program accordingly.

"All my hot meals will be freeze-dried," he laughs. Additionally, he's beefed up *TAZ!!* "to better meet the challenges of ocean racing."



Alex Mehran

Truth — Open 50
Diablo

Previous SHTPs: none

The subject of a *Sightings* article in the May issue, Alex Mehran is sailing the fleet's biggest boat. Alex grew up sailing on Penobscot Bay in Maine at the knee of his grandfather and on San Francisco Bay in St. Francis YC's junior program. He went on to compete in many national events and continued his winning ways in college.

He took a hiatus after graduation but got back into the racing scene a few years later when he and a friend campaigned a Class 40 on the East Coast.

Now a husband and new dad, Alex



runs his family's office development, Bishop Ranch in San Ramon — when he isn't planning his solo and shorthanded Pacific campaign. After the race, *Truth* will be delivered to Oz, where Alex will race her in the Sydney-Hobart Race and the Melbourne-Osaka Doublehanded Race. "She's an excellent offshore racing machine, as long as she's kept in hand," he says, "and that's my primary mission!"

Jim Quanci

Green Buffalo — Cal 40
San Francisco

Previous SHTPs: none

Another racer featured in the pages of *Sightings* is Jim Quanci. With 40 years of sailing experience under his Top-Siders,



he's proven his mettle many times over during his 15 trips to Hawaii in any number of Pacific Cups and crewed TransPacs. Though he'd wanted to do the race since '86 — when he met Paul Kamen and Jim Fair in Hanalei

after they finished the race on their Merit 25s — the timing had never worked.

With the blessing of his wife, Jim will finally sail *Green Buffalo*, which he's owned for eight years, to the tranquil shores of Hanalei Bay. "Since I keep boats for a long time," says Jim, "she likely has another 10 or so Hawaii races in front of her."

Ronnie Simpson

US 101 — Moore 24
Alameda

Previous SHTPs: 2010

Wounded in Iraq at 19, Ronnie says he spent too many of the last eight years "very lost." Crediting sailing with saving his life, he hopes to share the inspiration with fellow wounded vets through a series of clinics sponsored by Hope for the Warriors.

This will be Ronnie's second TransPac — the first was in '10 aboard the borrowed *Warriors Wish*, which lost her keel on the trip back to the Bay. During his first attempt at crossing oceans four years ago, he lost his rudder and he hopped a freighter to China, where he bought a bicycle and pedaled 9,000 miles to England. With these incidents in mind, Ronnie's meticulously prepped *US 101* for the rigors of ocean sailing.



Ruben Gabriel

RushMoore — Moore 24 SC

Previous SHTPs: none

Randy's wanted to sail across oceans since reading Robin Lee Graham's classic *Dove* as a youngster.



For the last 20 years, he's made his home on boats, the last 14 aboard *Tortuga*. Having started sailing in Southern California, Randy says he learned how to put more sail up, but then moved

to the Bay, where "I honed my skills for taking sails down."

Randy's not worried about the Westsail 32's reputation as a "Wet snail, crab crusher or reacher creature — perhaps the tortoise will out-run the hare . . ." Considering that one of the people he credits with helping him prepare for the race is last year's division winner Dave King, who sailed his Westsail 32 *Saraband* to take second place overall, you just never know.

Peter Heiberg

Scaramouche V — PJ 50
Victoria, BC

Previous SHTPs: none

2012 SINGLEHANDED

Vallejo

Previous SHTPs: 2008

Ruben became the stuff of legends when he finished the '08 race under jury rig, after his 22-ft Pearson Electra *Sparky* had dismasted 680 miles from the finish line. "I knew the next time I did this race, I would sail a Moore 24 and surf across the ocean," he says.



An insurance broker in 'real life', Ruben has been sailing for a decade. He bought *RushMoore* with fleet racing in mind, but the call of the bug light was just too strong. "I've waited four years to be back on the start line," he says, "and I intend to sail fast and enjoy the ride."

Al Germain

Bandicoot — Wyliecat 30

Pt. Richmond

Previous SHTPs: 2010

Wind is a constant feature in Al's life. Not only has he been sailing for many years, but his job in the wind energy field means that nearly every waking moment is filled with thoughts of wind. So it's little wonder that he's back for a second go-round in the TransPac.



After the start of the last race, *Bandicoot* suffered some issues that required

Al to head back to the barn. Knowing he'd never make up the time it took for the repairs to be made, Al restarted the race anyway a day or so later. "I knew I'd need to go at least once more," he says. This time he hopes to spend more time on tactics.

Daniel Willey

Galaxsea — Nauticat 44

San Francisco

Previous SHTPs: none

While Daniel is looking forward to arriving in Hanalei Bay, he says the voyage is what it's all about. "With that in mind,



I've made the journey comfortable." *Galaxsea* has to be one of the best-outfitted entries in this year's fleet, with all the luxuries of home, including a custom innerspring mattress!

Having started sailing at 17, Daniel says he's positioned himself in life so that he's able to spend his later years sailing the globe. If he continues aboard *Galaxsea*, it will be one comfy ride.

Ken Roper

Harrier — Finn Flyer 31

North Myrtle Beach, SC

Previous SHTPs: 1984, 1986, 1992, 1994, 1996, 1998, 2000, 2004, 2006, 2008, 2010

This will be Ken's 12th Singlehanded TransPac. At 82, 'The General' is as competitive as ever, but insists — as he does every year — that this will be his last.

Having retired from the Army as a brigadier general in '77, Ken's spent the intervening years sailing and scuba diving all over the world. He bought *Harrier* after meeting a number of the competitors in the very first running of the race. It took a few years before he was able to enter himself, but once he did, he



was a full-fledged addict. All told, Ken has sailed *Harrier* more than 100,000 miles.

Whitall Stokes

Slacker — Tartan Ten

Marina del Rey

Previous SHTPs: none

Now hailing from Southern California, Whitall grew up sailing aboard his father's Valiant 40 on the East Coast. "We cruised and raced together, and he's still with me as I sail," says Whitall.



Having bought the 33-ft *Slacker* three years ago, Whitall credits the Pacific Singlehanded Sailing Society membership with pushing him to

prepare the boat properly for arduous conditions. "For me, the race is an opportunity to exercise the knowledge I've gained over the past few years."

Adrian Johnson

Idefix — Olson 30

Seattle, WA

Previous SHTPs: 2010

Having been sailing literally for his entire life, Adrian grew up in France idolizing French singlehanders. After sailing on Puget Sound for several years, he caught wind of the TransPac and followed the '06 and '08 editions. "I scraped together my savings to buy *Idefix* and toss my hat in the ring in '10," he says. Smart move — he won overall honors.



Now back to defend his title, Adrian says he won't be sailing back to Seattle after the race. "I have a deceptively seaworthy little boat and a hunger to spend some time on the ocean, so this will be

the first leg of a cruise to the South Pacific, Polynesia and Australia."

George McKay

Cookie Jar — Moore 24

Richmond

Previous SHTPs: 2004

After his first TransPac aboard *Cookie*



Jar in '04, George swore he'd never do *that* again. He sold the boat to a fellow who wanted to do the race on a Moore, but he never got around to it, so last year George bought the boat back and had Ron Moore and his team give her a complete overhaul.

Now he's back, and eager to race with the man who triggered his "Moore Dementia Syndrome" — Jim Quanci. "I sailed a Freedom 36 in the '92 Pacific Cup, which was won by Jim in a Moore 24." With two other Moores in this year's race, he says he's looking forward to a one-design start.

Mike Meloy

Even Keel — Catalina 320

San Francisco

Previous SHTPs: none

Mike's first sailing experience was



in the late '60s with his grandmother aboard a 20-ft wooden boat she kept in Redwood City, but he didn't get into sailing again until the '80s, when a co-worker shared his copies of *Latitude 38*. "The stories of people exploring distant waters really interested me," he says.

Mike re-discovered sailing when he took some classes at OCSC. He bought *Even Keel* in '02 and joined the SSS, which is where he caught "the bug" to cross an ocean. Though the trip won't be easy, Mike says the biggest challenge will be the long separation from his wife.

Steve Hodges

Frolic — Islander 36

Santa Barbara

Previous SHTPs: none

As a boy, Steve dreamed of sailing the



seven seas. He saved up his paper route money to buy his first boat, a Sea Snark, which he sailed on Chesapeake Bay. During his college years in Santa Barbara, he lived aboard a 27-ft wooden double-ender that didn't end up saving him much

TRANSPAC PREVIEW

money but taught him a lot.

Frolic's role in his life was as a family cruiser, until the kids moved out, then she became a platform for him and his wife to do the '06 Baja Ha-Ha. But singlehanded was always tickling the back of his brain. Since announcing his intention to join the race, Steve says he's essentially had a second job. "It pays poorly but allows me to spend every day souping up and sailing the formerly cruisified *Frolic*."

Lilya Vorobey

WIDMAT — Olson 30
Emerald Hills

Previous SHTPs: none

There's only one thing that will prevent Lilya from creating art on any given



day: *Why I Didn't Make Art Today* (*WIDMAT* for short). Though she says she's always been a water person, Lilya's "drug of choice" is art, but that doesn't mean she's not passionate about sailing, which she took up just a few years ago with classes at OCSC. She bought *WIDMAT* shortly thereafter and started a comprehensive restoration project.

While Lilya may be relatively new to the sailing scene, what she lacks in experience, she makes up in attitude. "A few weeks on the water while in a big plastic floaty thing sounds like my kind of vacation!"

John Hayward

Dream Chaser — Valiant 40
San Francisco

Previous SHTPs: 2008, 2010

As a native Southern Californian, John spent his teen, Navy and college years sailing, either as crew or on his little Columbia 22. But when he and his wife needed a downpayment for their new Northern California house, the Columbia had to go.



After retiring from a career as a chemist, John 'slowed down' and bought *Dream Chaser* in '06. He worked on his sailing skills and entered the '08 TransPac. As so often happens, John caught the bug, and he returned in '10, hoping for a better standing. "This year, I hope to do better than the last two times," he says.

Dave Morris

Moonshadow — Custom Wylie 31
Half Moon Bay

Previous SHTPs: none

Dave started sailing as a kid in northern Minnesota with a homemade sail on his canoe. "My mother said it looked like Paul Bunyan's underwear,"



he says. Throughout his life, sailing was a primary focus — in college he took many sailing classes and, when he moved to Alameda in the '90s, he bought a 41-ft boat on which he lived and sailed.

"The TransPac fell into my bucket list around '08," says Dave. He bought *Moonshadow* two years later and his "learning curve has not come off vertical since."

David Liaño

Champ — Island Packet 380
Seattle, WA

Previous SHTPs: none

David started sailing at nine, when his father and uncle salvaged and restored a Morgan OI 41 off the coast of Huatulco, Mexico. The family sailed that boat out of Acapulco for more than 20 years before selling her. David bought *Champ* last year in Seattle, where he lives part-time.



In addition to sailing, David is an avid paraglider and mountain climber, and says he's climbed some of the biggest mountains in the world. "But I've always loved the challenges of singlehanded sailing," he says. "The TransPac is the perfect opportunity to sail solo to Hawaii in a competitive environment."

Mike Jefferson

Mouton Noir — Garcia Passoa 47
San Jose

Previous SHTPs: 1992, 1996, 2000

This will be Mike's fourth Solo TransPac — the first four were completed in his Yamaha 33 *Foxxfyre*, so this year's race will be a decidedly more comfortable one by comparison. All told, Mike and *Foxxfyre* (which he still owns) have 20,000 singlehanded miles together.



Mike's owned *Mouton Noir* since '02 and he's been breathing new life into her ever since. He says he joined the race after he retired to give his life some structure, as well as a deadline for finishing the boat. "I've also missed the camaraderie and adventure." He and his wife will sail the boat back home via Sitka, Alaska and the Inside Passage.

John Lubimir

Flight Risk — Quest 30
Destin, FL

Previous SHTPs: none

Though John's youth was spent in the Bay Area, he never sailed here before his family moved to New England. Many



years later, he got his sea legs on a transAtlantic passage and multiple Gulf Stream crossings to the Caribbean. He got involved in solo races put on by the Great Lakes Singlehanded Sailing Society, which culminated last year with a second in class in the Bermuda 1-2. "But that Pacific 'bug light' beckoned," he laughs.

As John was calling brokers out west, he says his wife was calling life insurance agents and questioning his sanity. He ended up buying *Flight Risk*, a sistership to the boat that won his division in the 1-2, just a handful of months ago, but she was pretty much ready to go. And now he is, too.

Glenn Brooks

Dolce — Alberg 30
Everett, WA

Previous SHTPs: none

A boatman for his entire adult life, Glenn says he first became fascinated with the race when he read about it in the late '70s while living in Alaska. For 38 years, he either sailed or commercially fished Alaska and Puget Sound, earning his Master Near Coastal Waters sail and power endorsement. "I stopped counting sea time at 1,500 days," he says.



Having decided this was his year to do the race, Glenn refit *Dolce* for an extended cruise to the South Pacific and beyond (after asking his wife's permission, of course). Though she has the slowest rating, Glen says, "it's entirely possible *Dolce* will win an award — perhaps for simply finding the starting line and showing up at the end."

Jerome Sammarcelli

Team Open Sailing — Pogo 2
Marina del Rey

Previous SHTPs: none

Jerome grew up sailing in France with his family, so when he moved to Los Angeles in '00 (chasing his now-wife) and became a naturalized citizen, he wanted to bring French sailboat designs to the U.S. He hung out his shingle as

2012 SINGLEHANDED

Open Sailing and began building the Open 5.70 and the Pogo 2, the flagship of which he'll be sailing in the race.



Jerome decided to do the race shortly before the deadline, and says that fellow racer Whitall Stokes has helped him prepare. His entry marks the first time a 21-ft Mini Transat

— a boat designed for singlehanded ocean races — will have started the race.

Derk Wolmuth

Geraldine B — Vindo 40
Victoria, BC

Previous SHTPs: none

Throughout Derk's life, sailboats — especially wooden boats — have played a large role, from FJs and Lasers as a kid to a Danish Spidsgatter to his current 31-footer *Geraldine B*, which he's nicknamed *Bartok*. Between earning a BA in philosophy and an MFA in contemporary art, he lived on many different types of sailboats, and singlehanded around Vancouver Island and the Haida Gwaii

(Queen Charlotte Islands).



Derk is another sailor using the race as the first leg of an extended cruise, as he plans to continue on to the South Pacific afterward. Maybe he and the other tropics-bound racers will start their own rally!

Brian VanderZanden

Turbo Camper — Hobie 33
San Francisco

Previous SHTPs: none

After having sailed doublehanded in the '09 TransPac aboard a Hobie 33, Brian jumped at the chance to acquire one of his own. He says he's looking forward to the challenge of doing all the jobs on board while still making coherent navigation decisions and sailing *Turbo Camper* to her potential.



As for his reason for doing the race, he says, "I want to round out my resume

as a human, and to verify that anyone who would willingly choose such an undertaking is truly off their rocker."

Brian Boschma

RedSky — Olson 34
Brisbane

Previous SHTPs: none

Brian's first singlehanded experience came at the tender age of six, when his dad dumped him into a Sabot and sent him off for the day. His dad's fascination with Hawaii races was contagious and Brian has since made the trip to the islands — albeit with crew — a number of times.



He began considering the race after his first solo rounding of the Farallones, when he received a letter from the SSS that started with, "Now that you've rounded the first island, why don't you shoot for the next?" Since he has an admitted "propensity to blame crew for all failures, I've decided to do this trip crew-less."

— *latitude/ladonna*

LEAD THE PAC.

PACIFIC CUP 2012



Whether you're racing to Kaneohe Bay or just out for a cruise, Landfall has what you need to get home safely, including personal outfitting advice from experienced sales specialists. It's why we've been the leading marine outfitting and safety experts since 1982. **Visit us online:** get a free catalog, sign up for our monthly e-mail, or shop anytime.

800-941-2219 | landfallnav.com
151 Harvard Avenue, Stamford, CT (I-95, Exit 6)

LandfallTM
WHERE SAFE VOYAGES BEGIN



©2012 Landfall Navigation.
All rights reserved.

SAFETY | NAVIGATION | REFERENCE | WEAR | SINCE 1982

**HOME TO
EMERYVILLE
SPORTS
FISHING**

Emeryville Marina

ON THE BAY

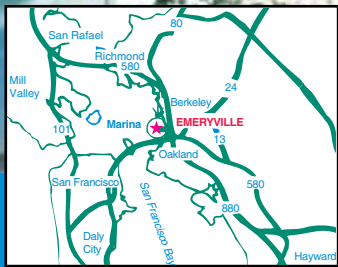
NEW SLIPS!

Now taking reservations
for 40' to 60'

*When you call Emeryville Marina Home...
...call this your backyard!*

**Free Wi-Fi
and Video
Surveillance**

Slips from 20-65 ft
Full Amenities - including
Fuel Dock & Pumpout Station



MARINAS™
International

(510) 654-3716

www.emeryvillemarina.com

**COSTCO MEMBER PRICE IS
\$13,091**



130 SUPER SPORT

130 Super Sport with Mercury 40hp 4-stroke and galvanized trailer. Bow rail and Coast Guard package.

**BOSTON
WHALER**

We are now a
Yamaha generator
dealer.



YAMAHA

We have them
in stock!

Outboard Motor Shop

**(800) 726-2848
(510) 533-9290**

1926-2012
Your Bay Area Dealer
For 86 Years

333 Kennedy Street
Oakland, CA 94606

www.outboardmotorshop.com

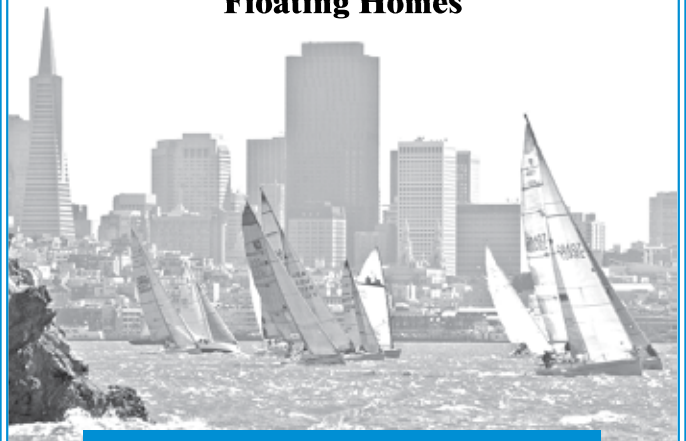
All Prices INCLUDE freight & prep, plus tax & license only.



McGinnis Insurance

Since 1972

**Agreed Value Policies
Year Round Mexico, Liveaboards,
Vessels Under Construction,
Floating Homes**



Yacht Insurance Specialists

Call us at: **800-486-4008**

mcginnsins@aol.com License #0570469

MAX EBB'S

"Remind me again," I said rhetorically as another shot of icy water found its way past my foulie jacket and down the neck of my innermost layer of clothing, "why we are doing this."

"For, like, the freedom of the seas!" Lee shouted back from the helm. "And watch out, here comes another big one!"

I pulled the drawstrings tighter to keep the thin plastic hood cinched up around my face, and closed my eyes as another shower of cold sea water drenched the windward rail.

When I could breathe air again, I looked forward to gauge our progress. The island was still right there on the starboard tack layline, but it didn't look any closer than it had 15 minutes ago. We probably had another five miles of upwind sailing to go.

I've never been much for short-handed sailing, certainly not in coastal waters, but somehow Lee had talked me into doing a doublehanded race around the Farallones. The boat was sailing well, I was only a little bit seasick, and the North Pacific was doing its part by serving up typical spring weather: 25 to 30 knots from the northwest, with huge swells.

"I think I'd better check our course," I yelled over the wind noise after deciding that the slightly nauseating motion at the nav station was the lesser evil compared to more cold water sprayed in my face. Unhooking my short tether and letting the long one slide along the jackline back to the cockpit, I managed to maneuver under the companionway hatch without sliding it open. The tether was just long enough to let me reach the nav station without unclipping, but I was on the high side and had to hold on with one hand just to read the chart plotter. Thirty seconds of that and the tide was starting to rise in my stomach. I found it was much better to stand under the hatch looking back out through the companionway at the cockpit and the horizon astern.

"Good driving, Lee," I shouted. "We're lifted a little, and we're fetching the northwest corner of the island."

"Cool!" she answered. "What did you input for a waypoint?"

"Same one I always use for Farallones races," I said. "It's well outside the breakers area indicated on the chart, in four fathoms plus three feet of water."

The boat's motion must have been affecting my brain as well as my stomach, because I was having trouble multiplying six by four and adding three. I glanced back at the chart plotter to read off the coordinates of my destination waypoint. "Thirty-seven degrees forty-two point one five minutes north by one-twenty-three

degrees zero-eight . . . I mean, zero-zero point eight minutes east . . . er, I mean west."

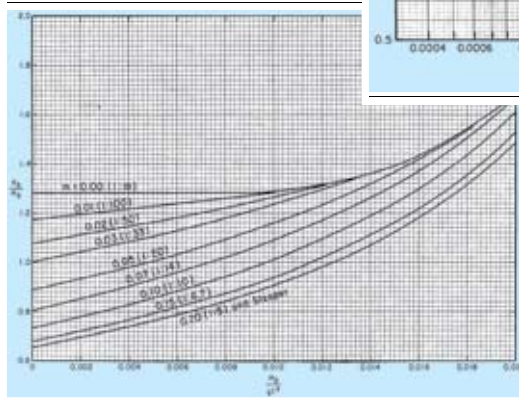
"Uh, Max, I think you better take over for a few minutes. I gotta check this."

That was a relief, because I knew I'd feel much better on the helm, and Lee could do much better at the chart table. I crawled back up to the cockpit, slid around behind the helm, being careful not to cross tethers, and Lee went below while I clipped the short part of my tether to the pad eye near the helm.

"First, let's get the real-time buoy report," shouted Lee. "I think we're still in cellphone range."

After less than a minute she had the data. "15.1 feet!" she exclaimed. They don't look that big from here, but the buoy is 20 miles off Pt. Reyes, so it probably indicates what the island is getting. And 15.4 seconds dominant period. Now all we need is the bottom slope and we can figure out what depth of water is going to make these puppies break."

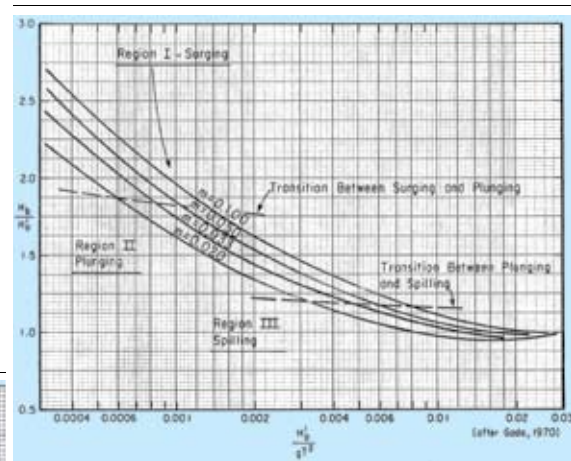
"Don't we need to know the wavelength too?" I asked, already feeling much more alert now that I was steering and had my eyes on the horizon, as well as having something resembling control of the boat. "Shallow water wave motion is determined by the ratio of water depth to wavelength, right?"



Lee's graph to determine the water depth (db) at which the wave breaks.

"Waves start to slow down and crest up as a function of depth to wavelength, but they break as a function of depth to wave height. And, like, for deep water, the wavelength is just g over two pi times wave period squared. Which works out to 5.121 times T squared if the units are feet and seconds."

"So that 15.4-second wavelength is



The graph to determine the height of a breaking wave (H_b), given the wave's height in deep water (H'_b), the wave period (T) and the bottom slope (m). Gravitational acceleration is g .

. . . ." I had to dodge a huge wave that hit us at the wrong angle and sent another blast of spray over the cockpit.

"One thousand, two hundred and fourteen feet," shouted Lee. "About a fifth of a mile from crest to crest. And these waves are moving at one wavelength every 15.4 seconds, so they're going . . . 78.8 feet per second or 47 knots."

"No wonder we're taking all that spray," I said.

"But the water in the wave doesn't move anywhere near that fast," Lee explained. "The wave form moves fast, but the water in the wave just goes around in a 15.1-ft diameter circle. That's 15.1



VI BOTTARO PHOTOGRAPHY / WWW.VIBOTTAROPHOTO.COM

Some days are better than others for getting in close to the Southeast Farallon Island.

feet, times pi, every 15.4 seconds, which is only three feet per second or 1.8 knots."

"Well then how come we're getting blasted by these mothers?" I yelled back.

"It's only the breaking crest that we care about," she answered. "Think of a breaking crest as having some water in it that's surfing down the wave at the waveform speed of 47 knots."

I didn't really have to think about it at all, because another couple of gallons was being flung at my face at exactly that speed.

"The '84 edition of the Army Corps of Engineers Shore Protection Manual has the best chart for working out breaking depth," Lee informed me. "I'll show you how it works in a minute."

She was back soon, with a notebook open to a graph and a page of calculations, each page inside a plastic sheet protector to keep the salt water out long enough for show and tell.

"First we work out the wave steepness, $H_o/g T^2$. H_o is just the deepwater wave height, g is gravitational acceleration, T is wave period. For $H_o=15.1$ feet and $T=15.4$ seconds, I get 0.0020. We also need to know the beach slope, which I can calculate from the detail chart inset

for the Southeast Farallon."

I could only look down for a few seconds at a time, because if my eyes went off the horizon for too long I would get to taste breakfast all over again.

"From the three-fathom line to the ten-fathom line is 11 minutes of arc, which is 1,113 feet, and a 7-fathom drop is 42 feet, so the bottom slope is 0.038. Then we go into this table, from the Shore Protection Manual, and get a value for H_b/H_o , the ratio of breaking wave height to deepwater wave height, of 1.48. So the wave is 1.48 times 15.1, or 22.3 feet high when it breaks."

"Well that's something to keep in mind," I said.

"How deep is the water under this breaking 22-ft wave?"

"Glad you asked," Lee continued, brushing a small puddle of cold seawater

off the page and turning to the next sheet of calculations. "Now we get the wave steepness based on H_b . $H_b/g T^2$ is 0.0030, and we go to the next chart in the Shore Protection Manual, and remembering that the bottom slope is 0.038, we come out with a ratio of water

depth to breaking wave height of 1.03. So the answer is: These waves break in 23 feet of water."

"So we're safe in four fathoms," I calculated, now that I was on the helm and my brain could do arithmetic again.

"*Au contraire, mon frère*," Lee cautioned. "That's just the wave height reported by that buoy. The significant height is the average of the highest one-third, and it's what a normal skilled observer will usually report as the wave height. But one wave out of 10 will be 1.27 times as high, one wave out of 100 will be 1.67 times as high, and one wave out of a thousand will be 1.86 times as high."

"And one wave out of a million?" I asked.

"One wave out of a thousand is generally taken as the maximum," Lee admitted, somewhat disappointed. "Wave height doesn't follow the theoretical distribution much beyond that."

"So let me get this straight. One out of a thousand waves will be 1.86 times 15.1 feet high?"

"For sure. And, like, we'll assume the period is still 15.4 seconds so, on the average, every 15,400 seconds, or about once every four hours, one of those one-in-a-thousand waves will come along. Feeling lucky today, Max?"

"No way. How deep does the water have to be for us to be outside of where that one big wave will break?"

Lee disappeared down in the cabin for another couple of minutes, then came up with a new result.

"For the one-in-a-thousand 28.1-ft wave in deep water, same period and same bottom slope, the Shore Protection Manual says it crests up to 37 feet and breaks in 40 feet of water."

"We'll have to stay out in at least seven fathoms," I mumbled.

"And that totally doesn't take into

account refraction or current. Think of the shoal that extends out to the northwest from the island, right through Middle and North Farallones and Noonday Rock.

The shallow water along that axis bends the waves inward, and probably makes the shoal a hot spot with even more wave energy than the open ocean."

"How much do you think we should add for that?" I asked.

"And the current. There's a strong

Dial-A-Buoy
(888) 701-8992
Press 1, then 46214 for the Pt. Reyes wave buoy, then 1

1984 Army Corps of Engineers Shore Protection Manual
<http://archive.org/details/shoreprotectionm01unit>

The newer (but sometimes harder to use) Coastal Engineering Manual
<http://chl.erdc.usace.army.mil/cem>

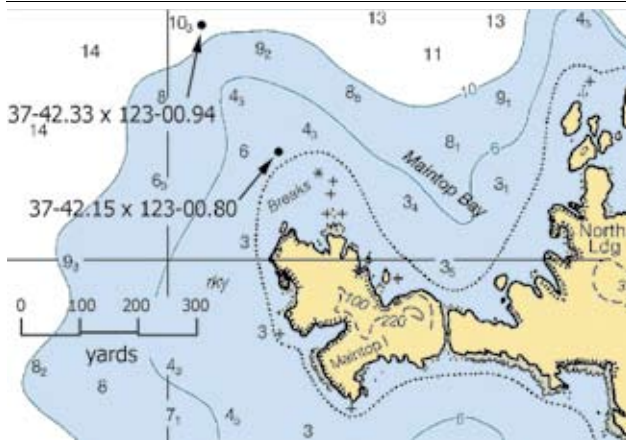
MAX EBB

wind-driven surface current running northwest to southeast. If that current is slowed by the island, the wave energy is compressed."

"Wait a minute. I thought when the current runs with the wind, the waves are flattened out, not piled up."

"It's not the current speed or direction, Max. It's the current gradient. If there's a very large area with a uniform current, the waves don't care which way the water is moving. It's just the relative speed of the wind over the water that makes the waves. But, like, as soon as the current changes, and waves move across the change, then the wave energy either gets compressed or spreads out. So if the southeasterly flow is stopped by something such as, for example, Maintop Bay, we're going to get some extra big awesome waves on top of the already extra big awesome waves."

"How much to we need to add for that?" I asked again. But Lee just shrugged, evidently not having a good way of calculating the refraction or the



How far off is safe? A good rule of thumb is to stay in water as deep as the deepwater wave height times three or four.

current effects on the fly.

"I think the 10-fathom line would be a good place to round the island today," she finally admitted.

"That far out," I said. "Who woulda thunk?"

"Anyone who pays attention to the wave buoy reports, looks at the chart, and, like, does the math," Lee answered.

"You mean, anyone with a cast iron

stomach who can actually do math out here," I noted.

"Or you could just multiply the deepwater wave height by three," Lee suggested. "That gets us to 45 feet, allowing a small margin on our calculated 40-ft depth for that one-in-a-thousand breaker. With the refraction and the current, maybe I'd multiply by four, to put us in 10 fathoms of water. Your call, Max."

I squinted through the spray to get another look at the island. It was much closer now, still right ahead, and the GPS still showed a slightly wider bearing to my waypoint just off the northwest corner. We held course until I could make out the giant plumes of spray bouncing off the rocks. The compass showed that we were lifted a couple more degrees — we could fetch with a little to spare, but it would be close.

There was only one thing to say: "Ready about!"

— max ebb

License #OE32738

TWIN RIVERS

MARINE INSURANCE AGENCY, INC.

"Your Boat Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509
At The Antioch Marina

Worldwide Coverage

- West Coast
- Atlantic
- Mexico
- East Coast
- Pacific
- Caribbean

Representing...

Shop Your Renewal & \$ave • Flexible Survey Requirements

Insurance made simple, affordable and effective.

Broad Navigational Areas • Liveboards

Years of unbeatable experience to match your needs to the right product.

Agreed Value Policies • Fuel Spill Liability

www.boatinsuranceonly.com • (800) 259-5701

NAPA VALLEY MARINA = SERVICE

CALL US TODAY!

- Engine repair – diesel and gas
- Outdrive repair
- Gel Coat Repair
- Shaft Alignment
- Bottom Jobs –

AULGRIP Paints

California's Largest Dry Storage Facility

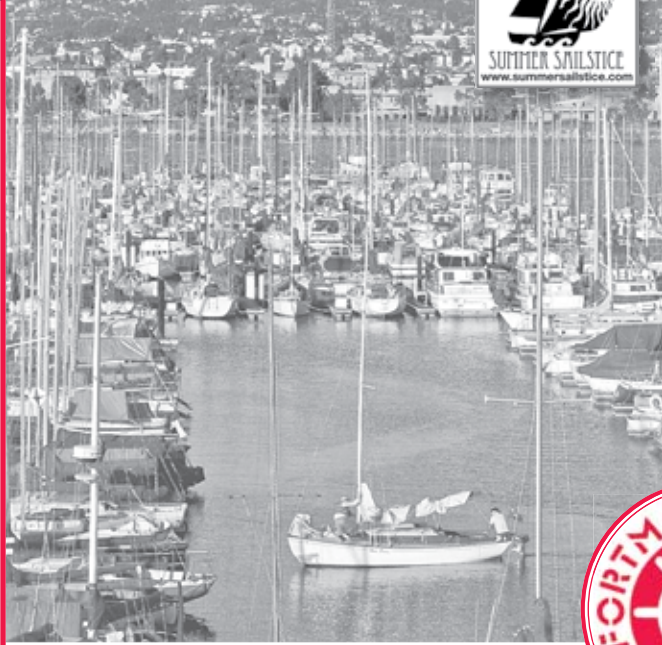
NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for **YANMAR** **Interlux** yachtpaint.com Distributors for *Brownell* Boat Stands

SAIL IN June 23



Come for the summer – stay for the year!



SAIL, CELEBRATE, SAVE!

- Sail the Estuary Stroll
 - Celebrate at Encinal YC
 - Save on Fortman Marina Slips
- Up to 25% Off!**

(Subject to availability. \$250 deposit required. New berthers only. Offer good until 6/30/12.)

Your Summer Sailing Season starts here!

Call for more information or for a Summer Sailstice guest slip!

(510) 522-9080

www.fortman.com



Save Your Aft!

Using one of our 1900+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!

BottomSiders

BottomSiders
2305 Bay Avenue
Hoquiam, WA 98550

Call Toll Free: (800) 438-0633
cushions@bottomsiders.com
Fax: 360-533-4474

KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour. These are unused U.S. government surplus.

Reconditioned by Katadyn **\$950**.
Compare to factory new price: \$1,995.

For more information or to place an order, please call one of our sales reps.

Equipment Parts Sales
In the U.S.: (800) 417-2279
Outside the U.S.: (717) 896-9110



"I blew most of my money on broads, booze and boats... the rest I just wasted."
– Elmore Leonard



STARBUCK CANVAS WORKS
415•332•2509
67 Liberty Ship Way, Sausalito, CA 94965

WEDLOCK, RAMSAY & WHITING

Marine Surveyors

Vessel surveys, consulting, deliveries.

Serving the Bay Area since 1980



www.norcalmarinesurveyors.com

(415) 505-3494

THE RACING

Springtime racing got into full swing last month, starting with the sobering **Lexus Newport-to-Ensenada Race**. Thankfully that was the last tragedy to date, but the **OYRA Duxship** and SSS Singlehanded Farallones (changed to the **Stand Down Marathon**) required some reworking due to the ocean-racing stand-down. Bay races such as the **Elite Keel**, **WBRA**, and St. Francis YC's **Team Race** and **Phyllis Kleinman Swifture Regatta** (formerly known as the Stone Cup) weren't affected. Check out **Race Notes** for even more news from around the Bay and the world.

Lexus Newport to Ensenada Race

Post-race celebrating at the annual Lexus Newport to Ensenada Race was understandably subdued, as crew from the 160 finishers digested the tragic news that Theo Mavromatis' Hunter

376 *Aegean* had been shattered to pieces and all four racers on board were presumed to be dead — the first fatalities in the famous event's 65-year history.

The initial theory that *Aegean* was run down by a commercial vessel was discarded after the boat's SPOT transponder track (see *Sightings*) revealed that she ran directly into North Coronado Island at roughly 1:30 a.m.

April 28. The bodies of all four crew were eventually recovered. They were Mavromatis, 49, Kevin Eric Rudolph, 53, William Reed Johnson, Jr., 57, and Joseph Lester Stewart, 64. Mavromatis had won his cruising class in both '09 and '11.



Theo died pursuing his passion. This was his seventh Ensenada Race.

Andrews 63 *Medicine Man*. Not only will the boat's name be etched on the President of USA Trophy, but Lane got a two-year lease on a 2013 Lexus GS 350.

According to Press Officer Rich Roberts, "*Medicine Man* chased Tom Holthus' slightly faster but more heavily handicapped *Bad Pak* (of San Diego) across the line Saturday morning but appeared to have been beaten out by 10 minutes on corrected handicap time by David Lawson's Beneteau 373, *Endeavor*." Lawson retired after finishing, however, because he didn't feel right about his engine as allowed within his cruising class.

— latitude/andy

Complete results at www.nosa.org

Elite Keel Regatta

SFYC's Elite Keel Regatta, May 19-20, drew six fleets (Etchells, Express 27, IOD, Open 5.70, J/24 and Knarr) for this annual event.

Saturday's marine forecast of 5-10 knots of breeze and moderate ebb was just a little off the mark, as there were steady winds of 20 knots, gusting even higher, and a fairly strong ebb.

The new fleet on the block, the Open 5.70s were still getting used to sailing in the higher winds of the Central Bay,

but for the most part crews handled the conditions very well, with the exception of Jeff Smith's *Impulse*, which, while being doublehanded, suffered an MOB at the Golden Gate. Smith tried to douse the kite to regain control, but ended up shrimping it instead. Fortunately the J/24 *Rail to Rail*, skippered by Rich Jepsen, was able to recover *Impulse's* crewman. We salute Jepsen's spirit — he didn't even request redress.

On Sunday the winds continued, as did the ebb chop. With two races for the day, the Pearce brothers aboard *Fjaer* in the IOD class and Tom Baffico aboard *The Maker* in the Open 5.70 class had their work cut out for them in order to



continue their dominance in their respective fleets. Both boats pulled nothing but aces in every race for the regatta. Kudos to the *Rail to Rail* team though: had they not rescued an MOB they would have joined the nothing-but-aces club as well.

— jeff zarwell

SFYC ELITE KEEL (5/19-20; 5r)

ETCHELLS — 1) **USA 1404**, Jim Cunningham, 7 points; 2) **JR**, William Melbostad, 9; 3) **Lost in the Fog**, John Gilmour, 16. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 9 points; 2) **Peaches**, John Rivlin, 10; 3) **Wile E Coyote**, Dan Pruzan, 11. (7 boats)

IOD — 1) **Fjaer**, Richard & Mark Pearce, 5 points; 2) **Stark Terror**, Ashley Lyon, 13; 3) **La Paloma**, Jim Hennefer, 18. (5 boats)

J/24 — 1) **Rail to Rail**, Richard Jepsen, 6 points; 2) **Shut Up & Drive**, Val Lulevich, 13; 3) **Downtown Uproar**, Darren Cumming, 18. (5 boats)

KNARR — 1) **Gjendin**, Graham Green, 12 points; 2) **Sophia**, Tom Reed, 24; 3) **Benino**, Mark Dahm, 24. (15 boats)

OPEN 5.70 — 1) **The Maker**, Tom Baffico, 5 points; 2) **Frolic**, Marc Finot, 11; 3) **Whale Tale**, Barry Demak, 20. (10 boats)

Complete results at www.sfyc.org.

WBRA Knox Race

Three classes of classic woodies — Birds, Folkboats and Bear Boats — sailed two races in a flood current and 10-18 knots of breeze May 20.



"Can we borrow the car keys, Bob?" Lane's crew gives a victory cheer after crossing the Ensenada finish line.

After a silent prayer in remembrance of the fallen crew, awards presentations took place at the race's new headquarters, Hotel Coral and Marina. Top honors went to Bob Lane's Long Beach-based



JEFF ZARWELL

Classic woodies — such as these Knarrs racing in the Elite Keel Regatta — aren't for every sailor, but there's no denying their traditional beauty.

Racing was delayed for 20 minutes so the committee could finish setting the course. It was a small remake of some of the problems encountered at last year's event.

In the first race, the Birds all set up for a barging start, which caused a bit of calamity and a minor collision between Cissy Kirrane's Tiburon-based *Robin* and Bill Claussen's Richmond-based *Curlew*. But otherwise there was good clean racing in the fleets.

Among the Birds, *Curlew* was first while Dennis Brewer's *Grey Goose*, out of SFYC, and *Robin* took second and third respectively.

Folkboat champions Eric Kaiser and Peter Jeal traded bullets aboard *Josephine* and *Polperro* in a classic matchup between StFYC and the Bay View Boat Club, with Kaiser the winner on a tiebreaker. San Francisco's Richard Keldsen sailed to a third for the weekend aboard his *Nordic Star*.

The Bear fleet put six boats on the line. Stephen Robertson's *Smokey* won both races with ease while *Chance*, sailed by Ansel Wettersen and Glenn Treser out of the Aeolian Yacht Club, scored second in both races. The rest of the fleet mixed it up, but Tim and Daniel Mahoney

aboard *Magic* managed to hold the rest at bay for third on the day.

— dave wilhite

WBRA CUMULATIVE THROUGH 5/20

BEAR (6r, 3t) — 1) **Smokey**, Stephen Robertson, 3 points; 2) **Kodiak**, Peter Miller, 4; 3) **Chance**, Ansel Wettersen/Glenn Treser, 8. (8 boats)

BIRD (6r, 2t) — 1) **Curlew**, Bill Claussen, 4 points; 2) **Robin**, Cissy Kirrane, 7; 3) **Grey Goose**, W. Dennis Brewer, 11. (6 boats)

FOLKBOAT (6r, 2t) — 1) **Josephine**, Eric Kaiser, 5 points; 2) **Polperro**, Peter Jeal, 5; 3) **Little Svendle**, Bill DuMoulin, 12. (10 boats)

KNARR (4r, 2t) — 1) **Knoonan**, Mark Adams/Steve Taft, 3 points; 2) **Sophia**, Tom Reed, 4; 3) **Snap3 III**, Knud Widbroe, 4. (20 boats)

Complete results at www.yra.org.

In-the-Bay Duxship

Plans for the annual Duxship Race, slated for April 28, stalled under a cloud of uncertainty as the Coast Guard withdrew permits for all ocean races pending investigation of the *Low Speed Chase* tragedy. The OYRA considered cancelling the race, but it was agreed that the crew of *Low Speed Chase* would have wanted the contest to go on. So it did.

The alternate "in-the-Bay" course took the fleet around the Bonita Channel Buoy — getting just a taste of the ocean — then back around a Central Bay buoy, and on to the finish at Encinal YC (very similar to the YRA 2nd Half Opener). Twenty-four boats ran the course, substantially fewer than the 40 or more that would be typical for an ocean race.

A light-air start left the fleet struggling to get out into the middle of the Bay to catch the ebb under the Gate. But as the fleet approached the bridge, the wind filled in nicely, quickly building to 10-14 knots. On the way back in from Bonita, the fleet fought a pretty strong ebb, with the smart money hugging the Marin Headlands. The wind continued to build to 14-16 knots on the track toward the Central Bay turning mark, YRA 8.

The race was won or lost based on how each crew rounded Treasure Island after rounding the Central Bay mark. Taking TI to starboard allowed you to keep the spinnaker up, broad reaching to and under the 'new' Bay Bridge. Taking TI to port meant hardening up almost to a beat. Conventional wisdom says take TI to port, to stay in the building westerly as long as possible, and avoid dead air east of TI. But not on this day.

The wind was light on both sides of TI, but the tide was changing with the boats

Phil Mumma's *Gibsea 42 'No Ka Oi'* smokes across the Bay to a second in its Duxship class.



WWW.PRESSURE-DROP.US

THE RACING



Clockwise from top left: St. Francis YC's J/22s team-raced May 12-13 on the Cityfront; visiting teams from Seattle YC, Newport Harbor YC, and San Diego YC enjoyed spectacular San Francisco scenery when the morning fog cleared; Shawn Bennett skippered one of the boats on the winning StFYC team; a run down from the bridge in a nice westerly; Nicole Breault skippered another of the winning boats; breeze on for an afternoon jibe.

on the east side of TI riding favorable current from the Central Bay into the South Bay, while the boats on the west side of TI found themselves fighting the ebb. As the fleet approached the Alameda Estuary, the divisions were all mixed up. Big fast boats that had mostly gone west of TI were mixed up with smaller boats that had gone east of TI. It was a typical beautiful close quarters jibing duel down the Estuary to the Encinal YC. (The YC had graciously agreed to host the finish just the day before.)

In PHRO2, Dan Benjamin's Wylie 30 *Whirlwind* took first in both division and fleet, finishing just seconds — in real time — behind the SC 50 *Emily Carr*. Brian Boschma's Olson 34 *Red Sky* took the gun in PHRO3, with Bob and Rob Barton's Andrews 56 *Cipango* first to fin-

ish, and winning the big boat division.

It's worth noting that on race day the Gulf of the Farallones, where the fleet was originally scheduled to go, was windy and bumpy with 30 knots+ and 10-ft seas. So the warm, gentle run to Encinal YC — and the keg of beer afterward — made for a much more relaxing day.

It's been the windiest spring for ocean racing in many, many years, with 25+ knots of wind and 10-ft seas in the Gulf of the Farallones for four out of five spring ocean races: Crewed Lightship, Doublehanded Farallones, Crewed Farallones, and Duxship (which we ducked). Only the Doublehanded Lightship saw light air.

— *jim quanci*

OYRA (NON)DUXSHIP RACE (4/28)

PHRO1 — 1) **Cipango**, Andrews 56, Bob & Rob Barton; 2) **Quiver**, N/M 36 Jeffrey McCord; 3) **Dark & Stormy**, 1D35, Jonathan Hunt. (8 boats)

PHRO2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Can O'Whoopass**, Cal 20, Richard Von Ehrenkrook. (7 boats)

PHRO3 — 1) **Red Sky**, Olson 34, Brian Boschma; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Seabiscuit**, Catalina 36, Mark Neumann. (6 boats)

SHS — 1) **Zsa Zsa**, 1D35, Stan Glaros; 2) **No Ka Oi**, Gibsea 42, Phil Mummah; 3) **Punk Dolphin**, Wylie 38, Jonathan Livingston. (3 boats)

Complete results at www.yra.org.

StFYC Team Race Invitational

May 12-13 the St. Francis YC hosted teams from the San Diego YC, Seattle YC, and Newport Harbor YC, and fielded



two home teams, St. Francis Red and St. Francis Blue. Each team sailed with three boats crewed by three to four sailors. Racing was held in club-owned J/22s on the Cityfront, in full view of the St. Francis Grill Room.

Of the two StFYC teams, Scott Sellers' Red had lost two skippers to scheduling conflicts, but found last-minute replacements in Nicole Breault and Shawn Bennett. Both had match racing skills, but little team racing practice.

Spectators on both Saturday and Sunday were treated to exciting action. There were dozens of tactical mark traps and high-low plays that kept the racing close. The teams were all challenged by the conditions, but there were no injuries, and the J/22s made it through with flying colors.

After three round robins, top-ranked Seattle YC was defeated by team San Diego YC, while the ragtag team of StFYC

Red edged StFYC Blue. "With so many All-American-caliber sailors on the race course, any of these teams could have won the event!" said Nicole Breault, "We couldn't believe our luck."

With a 1-1 tie against San Diego, the regatta win came down to the final leeward mark. San Diego's Brian Haines pulled off a mark-trap that forced StFYC Red to wheel around the outside and relegated them to fourth, fifth, and sixth while SDYC then held the top three places in a short beat to the finish!

Luckily for Red, a strong flood extended the final leg, and, with the wind both puffy and shifty, there was still plenty of opportunity. Shawn Bennett chose to head left into relief up the shore while Scott Sellers and Nicole Breault headed right into the flood and unbelievably hitched into solid right pressure at the top of the beat. With SDYC stuck in the middle trying to cover both sides, they

lost their advantage and all six boats converged across the finish line within seconds of one another. Breault finished first, Bennett shot the opposite end to take second, while Sellers followed Breault to take fourth to seal victory for StFYC Red team.

— dave wilhite

StFYC TEAM RACE INTERNATIONAL (5/12&13)

Standings after 3 Round Robins — 1) **Seattle YC**; 2) **StFYC Blue**; 3) **StFYC Red**. (5 teams)

Final Standings — 1) **StFYC Red**; 2) **San Diego YC**; 3) **Seattle YC**; 4) **StFYC Blue**; 5) **Newport Harbor YC**.

Complete results at www.stfyc.com.

Phyllis Kleinman Swiftsure Regatta

An assortment of IRC boats and 19 J/105s came out to play on the Cityfront May 19-20 for the Phyllis Kleinman Swiftsure Regatta (formerly the Stone Cup) hosted by St. Francis Yacht

THE RACING

Club. The weather decided to smile on the fleet, dishing up sunny skies, warm air and a fair breeze on Saturday, along with a moderate flood that kept boats short-tacking up the Cityfront looking for some relief from the current.

Bow crews were put through their paces on Saturday with the Race Committee dishing out a pair of three-times-around windward/leeward courses, with a bit of a break on the third race that took the fleet up to a temporary windward mark and offset, then down to Blossom, around the top again and down to finish.

Sunday saw a light westerly in the morning that built to steady 20s with gusts above 30 whipping down the Slot. The strong breeze contributed to difficulties suffered by boats in the IRC division, most notably Sy Kleinman's *Swiftsure II*, which suffered a rudder bearing failure



WWW.NORCALSAILING.COM

J/Boats promenade past Alcatraz during last month's Phyllis Kleinman Swiftsure Regatta.

that left the boat taking on water and unable to steer. Diego Gomez and his crew responded with three boats, and safely towed her back to the dock where pumps were already standing by.

Aboard Brad Cooper's Tripp 43 *TNT* the wind tore the masthead crane off the mast. Meanwhile, Daniel Thielman's R/P 44 *Tai Kuai* retired from the last race after wrapping a sheet around the prop. Daniel Woolery's King 40 *Soozal* scored a pair of bullets and a second on Satur-

day, and straight firsts on Sunday to take the top spot on the podium in the IRC fleet of eight boats. Scooter Simmons' *Blackhawk* took top honors by a margin of only one point in the J/105 fleet.

At the awards ceremony, Sy Kleinman was on hand to give out the prizes, noting that, "The Phyllis Kleinman Swiftsure Regatta will never

be too big or too small." —jay hickman

STFYC PHYLLIS KLEINMAN SWIFTSURE REGATTA (5/19-20; 6r)

IRC — 1) **Soozal**, King 40, Daniel Woolery 7 points; 2) **TNT**, Tripp 43, Brad Copper, 19; 3) **Swiftsure II**, Schumacher 52, Sy Kleinman, 22. (7 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 25 points; 2) **Arbitrage**, Bruce Stone, 26; 3) **Risk**, Jason Woodley/Scott Whitney, 29. (19 boats)

Complete results at www.stfyc.com.

THIS YACHT MAINTAINED BY:

Stem To Stern

FOR ALL CONCERNS, PLEASE CALL:
(510) 681-3831

CALL FOR SPRING MAINTENANCE

- Bilge pump check/clean
- Battery check/water
- Safety systems
- Thru hulls
- Engine service
- Detailing

BE READY FOR SUMMER SAILING

Check out our website for a list of all our services at

www.StemtoSternSF.com

or call (510) 681-3831

We Take the Work Out of Owning a Boat

HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

TOLL FREE **888-458-7896**

www.gentryskonamarina.com

The friendliest boatyard in Hawaii



Start Line Strategies

**Winning Legal Planning
for Sport Programs**

10 years America's Cup Experience

Sponsor & Venue Arrangements • Crew Contracts
Vessel Shipping Logistics • Charter Agreements

Ashley Tobin

(925) 324-3686 • amtobin@comcast.net

SSS Stand Down Marathon

When the Singlehanded Sailing Society heard about the Coast Guard standing down all ocean races, including their Singlehanded Farallones Race on May 12, the board quickly came up with an in-the-Bay replacement. Officially called the Stand Down Marathon, the 44-nm course was thought up by long-time SSS member Christian Lewis, owner of the Catalina 42 *Carmelita*, and consisted of a simple loop from the start at the Golden Gate YC, around Pt. Bonita buoy, to a buoy at the San Mateo Bridge, and back to GGYC for the finish. At the start, all the racers enjoyed a nice ebb, and good breeze pushed them quickly out the Gate into a small swell and light winds at Bonita. Those who looked over at the Farallones couldn't help noticing that, although foggy, it was a nice day out on the ocean.

Turning back through the Gate, racers fought the ebb, then had a nice kite run down the Cityfront and on down to the South Bay, where the winds softened and the fog cleared. By the time everyone made it around the San Mateo Bridge

mark, the tide had changed and a flood was building. What had been a long drag race against the ebb turned into an even longer, more tactical race against the flood on a beat back to the finish. By then the late afternoon winds had picked up.

In the final moments of racing, a lot of time was gained or lost with either 2 knots of breeze or 30 depending on where you were. Greg Nelsen on the *Azzura 310 Outsider* was first to finish after 9 hours and 20 minutes. "I had a great first leg to Pt. Bonita, rolling most of the fleet before I rounded. I passed all but two boats before sailing back under the Golden Gate Bridge. I was in the lead before passing GGYC with a 12-13-knot average run bridge to bridge," said Greg. But then it fell apart on the last leg. "I had a horrible transition at the Bay Bridge and sat for nearly 10 minutes going sideways or nowhere," said Greg. "My old working jib finally gave up; the entire top section blew out. I was near Alcatraz, so I just sailed the last miles to the finish with the tattered remains flapping violently." He corrected out to last place in his division.



WWW.PRESSURE-DROP.US

Todd Olsen's Express 27 'Thumper' blasts down the South Bay during the SSS Marathon.

The last boat to finish was Matt Beall's Wilderness 21 *Tinker* at 21:18.

No one forgot that this race was supposed to go to the Farallones, and although the Stand Down stood in nicely, it wasn't the real thing. The real thing is now scheduled for August 4.

— ncs

SSS STAND DOWN MARATHON (5/12)

SPINNAKER ≤108 — 1) Red Sky, Olson 34, Brian Boschma; 2) *Carmelita*, Catalina 42, Chris-



MARINE INSURANCE SPECIALISTS

Your best source for Yacht and Boat Insurance tailored to your needs and competitively priced

We Insure:

Sail or Power ♦ Classic or Contemporary
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

classics@heritagemarineinsurance.com

Program available exclusively through:



**WE WANT
YOUR
BOAT LOAN**



**NORTHERN CALIFORNIA
REPRESENTATIVE**

**Bill Kinster
866-486-2628**

WEST COAST REPRESENTATIVE

**Max Salvater
888-898-2476**



Visit us at...

www.boatbanker.com

THE RACING

tian Lewis; 3) **Flight Risk**, Quest 30, John Lubimir. (5 boats)

SPINNAKER PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Moonshadow**, Wylie 31, David Morris; 3) **Bandicoot**, Wyliecat 30, Al Germain. (5 boats)

SPINNAKER ≥153 — 1) **Summertime Dream**, Schumacher 1/4-tonner, Scott Owens; 2) **Egret**, Tartan 30, Tom Boussie; 3) **Tinker**, Wilderness 21, Matthew Beall. (8 boats)

NON-SPINNAKER PHRF or OD — 1) **Meritime**, C&C 30 MKI, Gary Proctor; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Bosporus II**, Columbia 36, Rick Wallace. (5 boats)

EXPRESS 27 — 1) **Archimedes**, Joe Balderama; 2) **Thumper**, Todd Olsen. (3 boats)

SPORTBOAT — 1) **Sunshine**, Moore 24, Stanley Martin; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **Yellow Jack**, Santa Cruz 27, Mike Farrell. (6 boats)

Complete results at www.sfbaysss.org.

Race Notes

Former Bay sailor Rick Wesslund and his crew had an amazing run during this year's Caribbean racing season aboard the J/120 **El Ocaso**, which was home-



Former Bay Area racer 'El Ocaso' had a smokin' season in the Carib. She's seen here at Antigua.

ported at Tiburon until 2007. Not only did Wesslund's team win their class in the British Virgin Islands Spring Regatta with six bullets in nine races, but they went on to win both their class at St. Maarten's Heineken Regatta — now the biggest event on the Caribbean calendar — and the prestigious award for best overall performance (1,3,1). At Antigua Sailing Week, April 29-May 4, *El Ocaso* scored first in class in each of seven

regatta races, some by mere seconds. That stunning performance led to the boat's name being etched onto the coveted Lord Nelson Trophy for best overall performance, in the company of legendary previous winners such as *Sayonara*, *Pyewacket*, *Morning Glory* and *Titan*.

"At the end of the day it was all about the team," explained Wesslund modestly. "Six of the 10 crew did all three regattas, and we all had spent lots of time sailing together over the years. We've gotten our teamwork down so that crew members often communicate efficiently with just a look or a few words."

Wesslund is thinking of participating in a potential 40-ft Caribbean one design class in the future, so he's put *El Ocaso* up for sale. In the meantime, she's based at St. Martin's Anse Marcel where she weathered a 140-knot blow in '10 during nasty ol' Hurricane *Earl*. For our own selfish reasons, we wish we could still claim Wesslund as a West Coaster,

Great news! Jim has been invited to participate in this year's Sausalito Art Festival on Labor Day Weekend. Jim will be showing all his latest artwork along with his America's Cup work.

America's Cup World Series: August 22-26
Sausalito Art Festival: September 1-3
America's Cup World Series: October 4-7



DeWitt Art Gallery & Framing

121 Park Place, Point Richmond, CA 94801 ☎ (510) 236-1401

www.jimdewitt.com ☎ www.dewittgalleryandframing.com

Wednesday-Saturday 11:00-6:00 ☎ Sunday 11:00-5:00

but our hats are off to him and his crew nonetheless.

— *latitude/andy*

Philippe Kahn's *Pegasus MotionX* won the eight-race **Moore 24 PCCs**, hosted by Santa Cruz YC May 4-6. He beat the current leader of the Roadmaster Series, John Kernot's *Banditos*, by five points. Kernot has shown up for every event so far – placing first or second – whereas the PCCs was the first that Kahn attended. June 2's Delta Ditch Run is the next race in their series.

On May 16, the International Sailing Federation (ISAF) announced that, "After seven months on top of the ISAF **Women's Match Racing Rankings** Anna Tunnicliffe (USA) has been knocked off the top by Lucy Macgregor (GBR)." Oops, not so fast ISAF. On May 17, they published a retraction. "The ISAF Women's Match Race Rankings have been re-released following an administrative error," they told the press. "Anna Tunnicliffe (USA) retains top spot in the Women's Rankings following her victory

at the ISAF Grade 1 *Semaine Olympique Française* in Hyères, France. The American has dominated the rankings since 7 September 2011, and, with Olympic qualification also assured, she will be the one to beat at the London 2012 Olympic sailing competition." Crewing for Tunnicliffe are Molly Vandemoer (of Redwood City) and Debbie Capozzi.

Michael Andrews, vice commodore of the Encinal YC, challenges our readers to race down the coast in this year's **Coastal Cup**. "This modern classic, ISAF Category 2 coastal ocean race from San Francisco to Southern California, returns to Santa Barbara this year, in its 21st consecutive running. Starts off the St. Francis Yacht Club race deck are scheduled for June 13 and 14." Short-handed entries are welcome. "The Race will be contested by some of the Bay's most successfully campaigned boats including EYC's own Cal 40s, Steve Waterloo's *Shaman* and Rodney Pimentel's *Azure*."

Although they had only two entries this time, **Tahiti Race** organizers



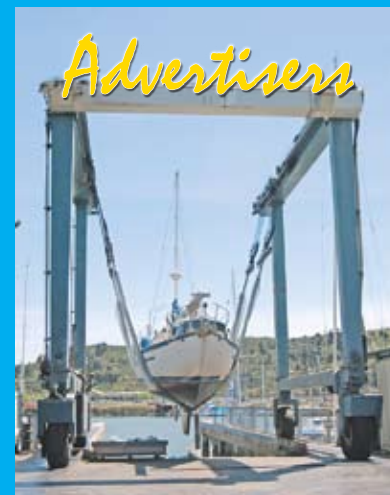
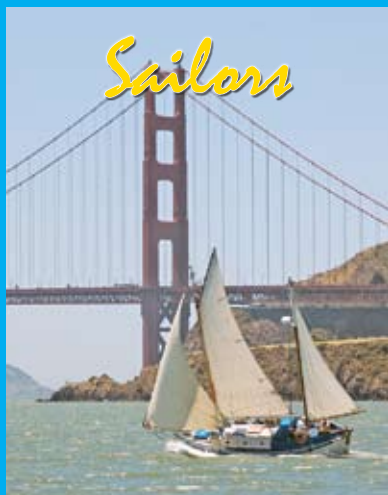
DAVE COFT / TRANSPAC YC

Hong Kong-based 'Beau Geste' didn't set a record but took line honors by two days.

Transpac YC and Tahiti YC feel they're "building momentum" for future races. Steve Rander's Wylie 70 *Rage* won the 3,700-mile race on corrected time despite hitting a whale on the last night and sustaining damage to the boat's bow and forward keelbolt. Karl Kwok's Farr 80 *Beau Geste* took line honors, however, finishing two days ahead of *Rage* on May 4, two weeks after departing Los Angeles on April 20. The next Tahiti Race is already in the planning stages for 2016.

— *latitude/chris*

A GREAT PARTNERSHIP FOR MORE THAN 35 YEARS!



Remember to let our advertisers know
you found them in *Latitude 38*

WORLD

With reports this month on **A Strategy For Getting Potential Charter Mates to Commit**, a frequent charterer's memories of a **Down-Island Cruise**, and miscellaneous **Charter Notes**.

Collect the Checks and Make it Happen

We often hear from frustrated sailors who'd love to take a sailing vacation, but can never seem to seal the deal with friends and family. We feel their pain.

As we often remind readers, one way to solve this dilemma is to book a berth on a flotilla charter with one of the Bay Area's many sailing clubs that offer overseas travel, or sign up with one of the big bareboat operators that offers book-by-the-berth or book-by-the-cabin trips.

But if you like the idea of a customized bareboat trip with your own carefully selected relatives or sailing buddies, we'll share a time-tested strategy. Consider this: It's a fact of human nature that most people will procrastinate on making big decisions for as long as they're allowed to. We all have friends who say, "Count me in for Friday night," then don't show up for whatever it was that you'd planned. You can't get too mad at them because, let's face it, life in the mainstream is hectic, and most of us are seriously over-extended. But had you said to the same friend, "If you want to go to that ballgame (or whatever), I'll need \$30 now for the ticket," having shelled out the cash, they'd build their schedule around the event, and would likely show up.

The same is true with a vacation plan. Our advice is to carefully consider which friends or family members would not only be fun to have along as shipmates,

"What can I sell you, mon?" One reason Art is such a diehard charterer is that such trips allow him to meet extremely colorful characters.

but would willingly share in the planning, provisioning and boat chores. Do your homework on a destination or two where you'd like to sail, get pricing for various sizes of boats, check flight costs, then gather your potential boatmates together for a powwow. If they seem genuinely excited and say they're in, don't let them leave without getting a check for their share of the booking deposit. Trust us, once you have their check, you have their commitment. And just like planning a night out at the ballpark, they will plan the rest of their life around those charter dates.

With everyone sharing in the deposit, you'll eliminate worries about who might flake out on you, and you can spend your time instead reading up on the area and pipedreaming about turquoise blue water, white sand beaches, and frosty tropical cocktails.

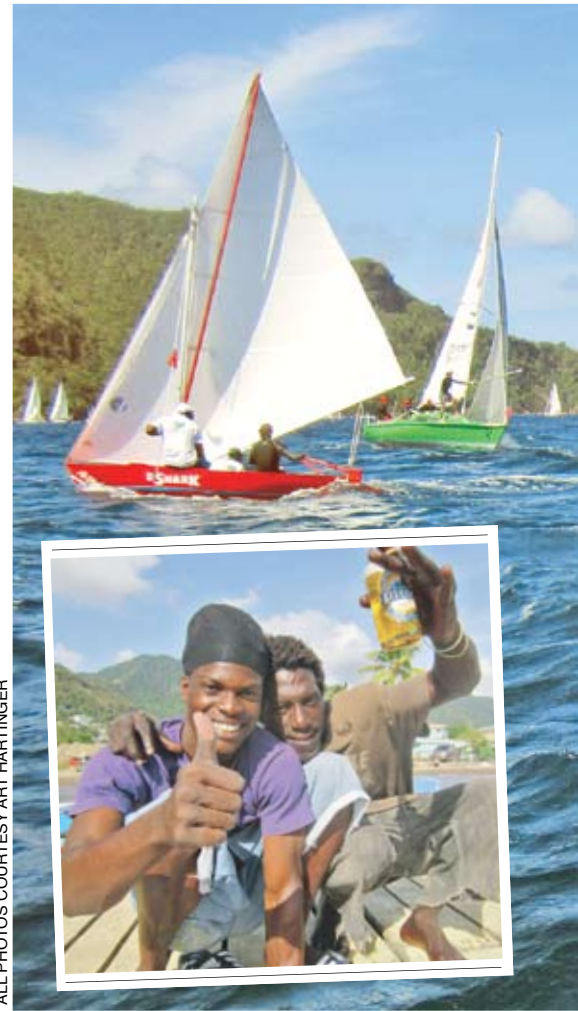
Take it from us, because we've had lifelong friends flake on us — but that was before we learned to say, "Check please." Sadly, money talks.

— latitude/andy

A Shorthanded Cruise from St. Lucia to Grenada

We often take sailing vacations, and our chartering gang typically numbers around eight, and sometimes more. But this trip was intentionally designed to be short-handed. Three of us would take a 40-ft sloop, *Kea*, from The Moorings' base at St. Lucia one way to Grenada. The plan was to bypass St. Vincent and sail directly to Bequia, where we could join our friend Brooke Robertson, a delivery and charter skipper who lives at Admiralty Bay. We also wanted to experience the Bequia Easter Regatta, which was coincidentally taking place at the same time.

I was technically the skipper, although my friends Marco Salvalaggio (from London) and Donna Williamson (from San Francisco) are also accom-



ALL PHOTOS COURTESY ART HARTINGER

plished sailors.

Sadly, I got hung up with work, and couldn't get away until a day after my friends. I took the American Airlines red-eye from SFO to Miami, then a nonstop from Miami to St. Lucia. By the time I arrived Marco and Donna were on the boat, waiting for me at the Soufrière anchorage.

The Moorings had no problem letting Marco and Donna check out the boat and sail off, even though I was listed as skipper. We cleared customs and immigration at the Soufrière police station, and we were on our way south.

The Pitons anchorage was beautiful. We had been warned by The Moorings' staff that someone would come by to collect a bogus "marine park" fee (which we had already paid at customs and immigration), and sure enough, two guys arrived with official-looking shirts demanding payment. We held our ground, and after a spirited argument, they eventually went away.

In this part of the Caribbean, you are regularly approached by so-called boat boys offering to sell you T-shirts, water, ice, fruit, souvenirs — virtually anything.



OF CHARTERING



Spread: With the Bequia Easter Regatta going on, it was hard to leave. Insets: The hot sauce is hot, hot, hot, and the people are friendly.

But other than our first encounter with the bogus 'rangers' at Soufrière, we had no problems with any local entrepreneurs. All were friendly and helpful, and no one was nasty when we said we didn't need anything.

We chose to take the windward side of St. Vincent on the 60-mile sail to Bequia. However, we were later told this was a dumb decision, as everyone goes on the leeward side. Live and learn. Luckily, our passage was uneventful. The Admiralty Bay anchorage was crowded, so we decided to take a ball (\$20 U.S.) closer to the dinghy dock. A boat boy led us through the mooring field and hooked us up. We dinghied in and met Brooke at the Whaleboner Bar.

The entire area was lively, as the annual regatta — run by the Bequia Sailing Club — was underway, and there were lots of sailors around. We dinghied over to the Devil's Table for dinner at a really good restaurant called Coco's.

I have had lots of overpriced and crummy food in the Caribbean, but this

trip was different. When we ate out, the food was truly excellent. Coco's is really good, and the pizza at Mac's Pizzeria was tops — and we are food snobs from the Bay Area.

Our Bequia experience was the start of a Zen cruising theme. Bequia was supposed to be two nights, then it was three, then four nights, all just staying in Admiralty Bay.

Donna was invited out to race on Johnny Pollis' boat, a Hinckley Bermuda 40 called *Concinnity* that was skippered by the irascible Kirsty Morrison. *Concinnity* eventually placed third in its class overall. I decompressed from my trial, and walked around town with Marco, did a little swimming, and tested rum punches at the Aqua Bar, the Whaleboner, Beige, the Frangi, and elsewhere.

Anna Hudson, one of the crew on *Concinnity*,

invited us up to her house for a pool party. What a gorgeous house up on the hill, with an infinity pool and commanding view of the anchorage. We were seriously goofing off, and loving every minute. It was unclear whether we could muster the energy or desire ever to leave Bequia.

After several days we'd finally gotten around to provisioning, and were ready to set sail for the Tobago Cays. Did I forget to mention that the wind was always about 12-20 knots from the east during our trip? We love the consistency of the trade winds in the Eastern Caribbean, at least at this time of year.

Tobago Cays is a popular and crowded anchorage. We dropped anchor, and settled in for the evening. The venerable boat guys, Sydney and Walter, came by to sell us T-shirts, and we also bought three lobsters to barbecue for dinner. In the morning, we snorkeled in the marine park, and saw about a dozen sea turtles grazing on sea grass.

The next day we had a short sail over to Union Island. We thought of anchoring at Chatham Bay for the evening, but ended up loving the vibe at Clifton, the town and harbor near the Union Island airport, where we cleared out of St. Vincent and the Grenadines, so we could head to Carriacou (part of Grenada) the next day.

We stayed on a ball in the harbor (\$20 U.S.), and checked out the town. I ended up getting a haircut for \$6 EC (\$2.25 U.S.) up the hill. I don't think Mack the barber was used to cutting the hair of white tourists, but he pulled it off, and

We've gotta believe that Art, an attorney by trade, doesn't get this much spontaneous lovin' during a typical workday.



WORLD

we were all laughing as his seven dogs barked and circled around us.

The next day, we shoved off for Carriacou, where you have to clear in at Hillsborough. The process there is immigration, then customs, then the port authority. We just missed the closing time for immigration, so we walked around town — another peaceful place with a very cool Caribbean vibe.

We cruised about a mile over to Sandy Island, a small sand spit with free mooring balls and a beautiful beach. We had another great evening swim and a nice home-cooked meal aboard. In the morning we went to the beach for a quick walk and a tour of an interesting beach sculpture garden on the north side of the islet.

The following day we set sail for Grenada. The 35-mile sail was a wonderful broad reach in a solid 15 knots of wind. We put in near St. Georges, anchoring near the Grand Anse beach.

St. Georges is a bustling seaport, and a truly charming Caribbean town. We loved walking around the carenage, and through the market on Saturday.



ROB HOWE

Although it sees far fewer travelers than many of its sister isles, Grenada is lush and picturesque. Seen here is St. Georges Harbor.

We found another great restaurant, BBs, which I have to recommend for their Calaloo soup. It's an old Caribbean favorite made with spinach and okra, and this particular batch was some of the best soup I have ever eaten, truly. BB is quite a character, who loves to laugh and chat

with his customers.

Checking in with The Moorings in Grenada was painless. They sent staff out to pilot the boat in and moor her. Our charter was over, but we had one more day in the islands.

We stayed at the True Blue resort, which was recommended by Brooke. This is the base for Horizon Yacht Charters, as well as a diving company, so there is a fair amount of boating activity.

There, we befriended the bartender, Akim, who invited us to his house for an "oildown." Not knowing what he meant, we looked it up. It's the national dish of Grenada. Oh my God! It turned into an eight-hour lunch, starting with a very meticulous preparation, and "packing the pot" with layers of things like breadfruit, meats, vegetables, and salt fish, then simmering this concoction for a long time in coconut milk. Experiencing the oildown, and hanging out with Akim's kids was one of the highlights of the trip.

Although we're back to the grind now, we're left with happy memories. Our next charter will be in July, with Marco, his

SAN JUAN ISLANDS



6-Day Learn-N-Cruise

Fly to Bellingham, WA and complete your American Sailing Association Basic Sailing through Bareboat Charter Certifications during a Saturday 1pm - Friday 1pm live-aboard week exploring the spectacular San Juan Islands. Tuition only \$1395, including food! (Airfare SFO/OAK to BLI approx. \$350)

No experience like this for the price in the SF Bay Area!



CHARTER
40 Exceptional Yachts
from 30 - 49 feet

30 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school in the Northwest!

1-800-677-7245 • www.sanjuansailing.com

Real People. Real Sailing. Real Fun.

Sail Cats | Power Cats
Monohulls | Trawlers
Bareboat | Skippered



Real Choices.

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



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



kids, me, my kids, and more teenagers on a 50-footer out of Palma, Mallorca, Spain. I can hardly wait to get back out there.

— art hartinger

Art, many thanks for your report. Makes us want to escape to the tropics and renew our bonds with the wonderful Eastern Caribbean.

Readers, please remember that we're always thrilled to receive first-hand chartering reports from wherever your sailing vacations take you. In exchange we'll send you some official Latitude 38 swag. Just ask Art. As a frequent World of Chartering contributor, he's got a whole closet full of it!

Charter Notes

Unless you've been hibernating under an overturned dory you know that one of the most thrilling sailing events on the planet is headed our way **August 21-26: the America's Cup World Series**. This combo of fleet and match racing will be contested by international teams in purpose-built **AC45s** — arguably

some of the sexiest vessels ever to smoke across the Bay.

We mention all this, of course, because if you don't have your own boat from which to observe the 30-knot action, you'd better make reservations with a **crewed or bareboat operator** pronto.

Bear in mind also, that while course marshalls may keep spectators well clear of the action during the main events, lots of practicing will go on in the days prior, when you're likely to get a closer look.

Before arriving here, the AC45s will be racing in **Newport, RI**, just up the coast from the magnificent **Chesapeake Bay**. Along its western shoreline lies Annapolis, which is home to a brand new **Moorings charter base**. That's good



LATITUDE / ANDY

Along the Chesapeake, nautical heritage is genuinely revered. Sailing tends to be best in early or late summer.

news for bareboat fans because the waters of this vast estuary have much to offer — especially on the so-called Eastern Shore (Maryland). There you'll find picture-perfect colonial villages that date back to the **mid-1600s**. If you're a sailing history buffs and/or lover of fresh crab, this region should be high on your must-sail list.



Call: +1 888 615 4006
Or: +1 284 494 4289

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

BVI YACHT CHARTERS

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

www.bviyc.com
charters@bviyc.com

Tortola BVI
Belize
The Grenadines

UNIQUELY
TMM

Marisa
TMM Belize

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

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



1.800.633.0155
www.sailtmm.com

catamarans • monohulls
motor yachts
ownership programs

JUST YOU AND THE SEA...



...and the jacuzzi,
the 80-ft long pool, the surf,
the Punta Mita anchorage, and the 4-mile distant
Tres Marietas Islands

Punta Mita Beachfront Condos

Call Doña de Mallorca for reservations!

1.415.599.5012

www.puntamitabeachfrontcondos.com

QUALITY CRUISING SAILS FOR LESS!



**MAINSAILS
MIZZENS
STAYSAILS
HEADSAILS
SPINNAKERS
SAILCOVERS
STRONGTRACK**

leesailscal@yahoo.com

(707) 386-2490

SAILMAKER TO THE WORLD

weatherguy.com

Worldwide Marine Forecasts Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

(866) 882-WXGY (9949) toll free
(808) 291-WXGY (Mobile)
(808) 254-2525 (Office)
(808) 443-0889 (Fax)



970 N Kalaheo Ave
Suite C-104
Kailua, Hawaii 96734
info@weatherguy.com

www.weatherguy.com

VOLVO PENTA

ENGINES • PARTS • SERVICE

1-800-326-5135

We Ship
Anywhere



MARINE SERVICE INC

AUTHORIZED POWER CENTER

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901

ATLANTIC 57 CATAMARAN™



THE ORIGINAL PILOTHOUSE CATAMARAN
o Designed for easy shorthanded cruising
o Spectacular windward performance
o Cored epoxy/glass/carbon construction

CHRIS WHITE DESIGNS

TEL: 508-636-6111

www.chriswhitedesigns.com



**NEW! Sunsail
San Francisco**

- Charters
- Racing
- Corporate hospitality
- ASA courses



Scan for
San Francisco
brochure!

***The World is 70% Water -
With Sunsail it's 100% Fun!***

More regattas around the world
More choice of yachts than any other company
More breathtaking destinations
More value for the money



CALL 800.734.8682
OR VISIT WWW.SUNSAIL.COM/LAT38

Sail with us during Summer Sailstice: June 23rd at EYC, San Francisco

CHANGES

With reports this month from **Gallivanter** in Australia; from **Medusa** on a young woman cruising alone; an interview with **Fatty Goodlander**; on youthful liveaboard **Alana Marie-Greenfield**; from **Slapdash** on circumnavigating with a small cat; and **Cruise Notes**.

Gallivanter — Hylas 47 **Capt. Kirk McGeorge** **Transit of Venus** **(Brisbane, Australia)**

We're about halfway through our three-year grace period of not having to import *Gallivanter* into Australia. Cath loves being home for a change, and has renewed her star status by hosting a breakfast radio show and doing some television work on the Queensland coast. Arrrrr Boy — Stuart — has completed a full year in public school, while I've stayed busy doing deliveries up and down the east coast of Australia and around the Western Pacific.



Kirk McGeorge

Readers may remember that back in '95 I bought Carol Post's Islander 37 pilothouse *Beche de Mer* in Honolulu, then headed north to Guam in '97 before sailing all the way around to the U.S. Virgins. It was there that we bought our current boat. In any event, I've recently run into lots of old friends from the Pacific, and have made heaps of new ones. However, I'd forgotten how stinking expensive it is here in Australia! And costs have nearly doubled during my 15-year absence. But we're making ends meet while enjoying the great cruising and hospitality.

A beautiful shot of relatively tiny Venus transiting between the sun and earth, something that helps astronomers discover new planets.

One of the highlights was sailing into Sydney in time to witness the start of the Sydney Hobart Race, the New Year's fireworks, the free Emmylou Harris and Los Lobos concerts, and topping it all off, a Jimmy Buffett concert at the Opera House. At this moment, we're anchored at Fraser Island, inside the Great Sandy Straits, and will be headed for Brisbane and the Gold Coast in a few days. So, yes, there are reasons that life is good.

But my primary reason for writing is to remind *Latitude* readers to keep an eye on the sky in early June, when the second half of the Transit of Venus will occur. That is when Venus passes between the sun and the earth. I believe it will be visible in the morning hours on the west coast of the Americas, and throughout the day across the Pacific.

This celestial event has only been witnessed a few times since its discovery in the 1600s, because it only occurs at 100+ year intervals. The Transit of Venus was the reason for Cook's second voyage to Tahiti in 1769, and if you were paying attention and in the right place in June of '04, you would have seen the first glimpse of it since 1882.

Why study the transit? Astronomers say dips in a star's brightness help scientists discover unknown or alien planets. Thousands of them.

I became interested in the Transit of Venus during our stay in St. Thomas while I was employed as a private skipper by a very nice California family. They owned a villa overlooking Charlotte Amalie, and there was an obelisk in their backyard that had been erected by a group of Brazilian astronomers commissioned to witness a transit there in December of 1882.

I later made a point of anchoring *Gallivanter* at Matavai Bay in the lee of Point Venus, Tahiti (the day before the kick-off of the 2009 Tahiti - Moorea Sailing Rendezvous) in order to walk upon the hallowed ground where Cook had anchored and set up shop to record the transit in 1770. There is a small monument there to honor the occasion — with several



other noteworthy plaques relating to the *Bounty* and to the lighthouse built by Robert Louis Stevenson's dad in 1850.

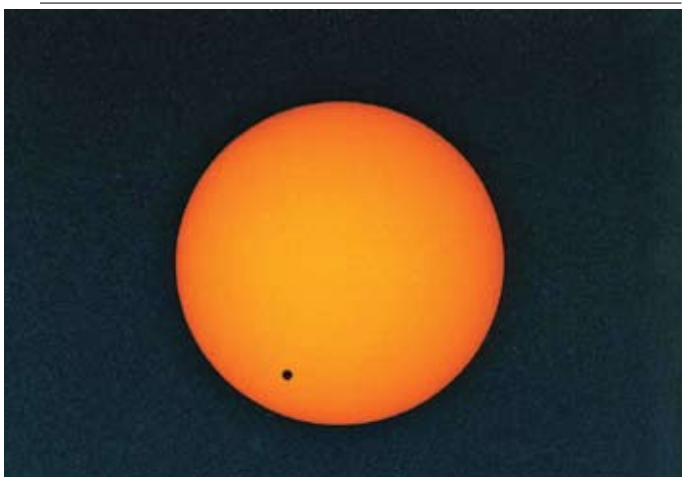
Anyway, heads up, as the next chance won't be until 2117.

— kirk 05/15/12

Medusa — Columbia T23 **Naomi Crum** **Simple Small Boat Cruising** **(Santa Barbara)**

I've been so busy enjoying cruising in the Sea of Cortez the last five months, and more recently mainland Mexico and Central America, that I haven't had time to write. I think what makes my story unusual is not that I'm young and a woman who often sails alone, but how simply I'm cruising. Specifically, I'm cruising on a 23-ft boat that has no autopilot, no chartplotter, no radar, no fridge, no shower, no roller-furling, no washing machine or any of that other stuff. Looking around in the anchorage

NASA



IN LATITUDES



BOTH PHOTOS COURTESY MEDUSA

Spread: The happily adventurous Naomi. She was eight when her family did the Ha-Ha in '96. **Inset:** Naomi riding a mushburger in Mexico.

here in El Salvador, I don't see any other boats like mine.

But I am glad to report that I haven't had any problems because of my age or gender. Sure, men have wolf-whistled at me and all that, but I've never felt afraid or threatened, even when alone. Most men have been super surprised, and then curious, about what I'm doing, especially if they meet me when I'm cruising alone. "Tu llevas las pantalonas," the Mexicans say, which means "You wear the pants." If I have male crew with me, everyone always assumes that the male is the captain. So when my crew has pointed at me and said, "Ella es la capitana," it's been pretty funny to see the looks on the faces of the officials and/or locals.

As I was unable to find anyone 1) irresponsible enough to take off with me for

nine months on such a small boat, and 2) who could put up with me for more than a month, I've had lots of different crew. My dad, who stayed with me for a month, was first. I launched my boat with him in San Felipe, which is way up in the north of the Sea. As I cruised down to La Paz, I learned firsthand that the Sea is as unique as it is isolated.

After my dad left, I was joined by Mikey from Colorado, and later was joined by my brother Malcolm in La Paz.

I'm not rich, so I was pleased to discover that I was able to cruise economically in the Sea. I spent an average of \$300 a month. I would later discover that cruising on the mainland and down in Central America was more expensive, as in \$400 to \$500 a month. Why was the Sea less ex-

pensive? I had many fewer opportunities to buy cold beer, ice cream and candy.

We had a fast and fun crossing of the Sea from Muertos to Isla Isabela. Actually, our second attempt was fast and fun. Our first attempt had to be aborted in order to reattach the rudder to the transom.

Once on the mainland, we made our way south. What an amazing coastline! We enjoyed beautiful sailing and found wonderful anchorages. I personally found the mainland to be much better than the



The Sea, as unique as it is isolated.

Sea in two respects. First, there was a constant supply of fresh fruit and vegetables, something you appreciate when your boat doesn't have refrigeration. Second, and perhaps the better thing, was the surf. There's lots of it on the mainland, and it's often not very crowded.

Since I'm a goofy-foot, the left point break at Rio Nexpa was a favorite. So there were a couple of weeks where I would anchor at Caleta de Campos every night, but would sail to Río Nexpa every day to hit that left.

When we got to Zihua, I would take my longboard on the bus to the left point break of Saladita. While there, I met a couple of fellow surfers who helped me sail down to Oaxaca in search of more waves. Our first attempt at making it to Acapulco was foiled after a few miles by the outboard's crapping out, forcing us to sail back to shore in light air. After much disassembling and reassembling by my crew and me, we finally took

Naomi prefers the mainland to the Sea of Cortez for two reasons: 1) Fresh fruits and veggies, and 2) Lots of uncrowded green things like this.

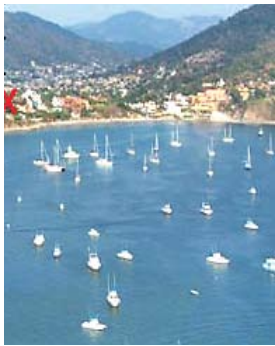


LATTITUDE/RICHARD

LATTITUDE/RICHARD

CHANGES

the outboard to the local mechanic. He didn't have any trouble figuring out what was wrong. We were trying to run a gas outboard with diesel fuel! After sorting that out — and enjoying another dose of cold ice cream and cold beer — we took off down the coast again.



Naomi bused to the surf from Zihua.

I spent almost two months in Oaxaca, and it was during this time that I discovered how nice it is to have such a simple — and therefore low-maintenance — boat. I spent so much time surfing that it was easy to put off the few maintenance jobs that did crop up until *mañana*. Those who have been to Mexico know, of course, that *mañana* doesn't mean 'tomorrow', but rather 'later if ever'.

My crew and I surfed ourselves silly till Salina Cruz, after which we had a mellow — i.e., very long and fortunately boring — crossing of the sometimes dangerous Gulf of Tehuantepec to Chiapas. We then made another jump down to Bahia del Sol, El Salvador.

With all the board surfing we'd been doing, I never expected to be surfing my boat. But that's exactly what we did to enter the lagoon at Bahia del Sol. And it was fantastic! In fact, it was far more exhilarating — meaning terrifying — than surfing a board.

Of course, a little outboard does a much better job of catching waves for the boat than it does driving a boat out through the surf. That's why I'm still here, waiting for a calm day to cross the bar. Fortunately, Bahia del Sol is a cruiser haven, where I've been able to take advantage of the calm lagoon an-

Naomi, a fellow crewmember, and 'Medusa' catch their best wave of the season surfing into Bahia del Sol, El Salvador.

chorage to come down with a cold, catch up on all the boat jobs, and travel to all the surf spots we sailed past during the night on our way here.

At the moment, I'm in the small surfing town of El Tunco, stoking on the waves and eating as many *pupusas* as I can. As much as I loved the Mexican coastline, it's exciting to be on the somewhat less frequented Central American coast, where I get to try more foreign foods and indulge in my ever-present urge to press on south to new anchorages and surf breaks.

To cover all bases with respect to crew, my friend Brad from New Zealand was along with Malcolm for the crossing to the mainland. Both left right after New Year's, so I was by myself from Chamela to Barra de Navidad. There, in the surf, I met Berenice, who helped me sail *Medusa* to Caleta de Campos. Since she had to return to work, Ian, another surfer, helped me sail from Caleta to Ixtapa. There I met two more surfers. Jes and Ellen, who helped me get to Chacahua, where I was again joined by Mike of Colorado. He hitched a ride with me down to Puerto Escondido, where I cruised alone to Huatulco, where Jes rejoined me for the trip to El Salvador.

My point is that I haven't had trouble meeting other travellers who were keen for an unexpected sailing experience. I've been so lucky to have met such fantastic people along the way, considering that much of the time there have been three of us on my 23-ft boat.

— naomi 05/01/12

Wild Card — Hughes 38 Fatty Goodlander Drive by Interview (St. Barth)

38: You and your "trophy wife" Carolyn have circumnavigated twice and are about to start a third trip around aboard

...

Fatty: Wild Card, a 1979 Hughes 38, which is a pretty crappily built boat. We thought we had a deal on a larger boat, but the owner suddenly raised the price on us. But yes, it's been Carolyn and I around twice.

Carolyn: We've been married for . . .

Fatty: She was 16 when she first came aboard my boat, and that was to sew up my curtains. She wanted to get paid, so I said, "What about doing the bimini, too?"



Then what about a dodger?" And on and on. She'll get paid as soon as she's finished with all the jobs I can come up with for her.

Carolyn: [Hearty laughter.]

Fatty: We lived aboard and did a lot of sailing before we took off on the first time around, which was in '00. That was after our daughter had won a Presidential Merit Scholarship to Brandeis.

38: How is she doing?

Fatty: She got her masters and is now studying at the University of Amsterdam.

Carolyn: She got her masters in non-profit management. [Laughter.]

Fatty: She got the non-profit part from me. Carolyn and I started our first circumnavigation with \$5,000 and returned five years later with nothing. *Wild Card* was more together for the second time around, and we were more together with our thrift habits. So while we started with \$4,000 — which I worried might not be enough because of inflation — we came





LATITUDE/RICHARD

A notorious cheapskate, Fatty uses his thumb and index finger to show the size of the Wal-Mart compass he used to circumnavigate.

back with \$47,000. Part of the reason we came back with so much money is that I could send my trophy wife out with \$5, and she'd come back with a six-pack of beer, food for a month, and some good stuff from the dumpster.

Actually, while in Yap or someplace like that, Carolyn discovered a free broadband Wi-Fi connection, and through that, Kindle. I'm the creative half of our partnership and she's the practical end, so she sent all seven of my books off to be sold on Kindle. The next thing I knew, we were in Australia or somewhere, and I was having to call my bank and complain there was too much money in my account! Money that couldn't possibly belong to me. I yelled at them, not realizing it was royalties from books sold on Kindle. Since then, we haven't been able to count all the money that's poured in. [Laughter.]

Carolyn: We actually have barely any money at all.

Fatty: We're making almost as much as a fry cook at McDonald's. But as long as I keep this woman in the Chagos Archipelago, or at Beveridge Reef, or Minerva Reef — places where there are no stores — I can give her all the money she needs to buy things.

Thanks to Kindle I now sell more books in a month than I used to in a year. My latest one, *Buy, Outfit and Sail*, is my first 'how to' book. Previously, I'd always thought that I should just write books that only I could write. I thought Lin Pardey and Beth Leonard were doing all right in that other category. But then I read a story called *How To Manage Your Haulout*. I haul out all the time, so I thought it would be useful. Well, the guy explained how he'd spent \$72,000 on a haulout. I couldn't figure out how it had

anything to do with my life, as I've never paid a penny to anyone to do anything on any of the boats I've owned. Even the one I built from scratch. It hadn't been an article on how to manage your haulout, it had been about how to balance your checkbook — assuming that you had one fat enough to pay a yard bill like that.

So I freaked out and wrote my new book, which is basically how to sail around the world on the pennies Scotsmen throw away. And it's been much more successful than I thought. Perhaps because it's a totally radical book that's not about how



Pennies, what Fatty circumnavigates on.

to save 10% at Budget Marine, but how to sail around the world on the 10% you would have saved — while being safer than the guy in the boat next to you. Safety and economy are related, because without safety there is no economy, just suicide.

38: Perhaps you can explain how easy it is to be a writer.

Fatty: I've written four hours a day, seven days a week, for 35 years. Occasionally I'll take 15 minutes off if Carolyn is in desperate need of sex or something.

Carolyn: More like seven minutes.

Fatty: I'm corrected. [Laughter.]

38: How many magazines do you write for?

Fatty: Over the years I've written for just about all of them, but now I have exclusivity agreements, which is the only way to get your pay up. So as long my stuff never appears in *Latitude*, I'm golden. One of the advantages of being

David Wegman of 'Afriggin Queen', left, with Carolyn and Fatty Goodlander, three of the world's most frugal circumnavigators.



LATITUDE/RICHARD

CHANGES

a writer and working for yourself is that you earn the right to work 24 hours a day and not get any overtime.

38: Tell us about your cruising budget.

Fatty: People are funny. We have some dear friends in San Francisco who have a



One flush year Carolyn splurged on a bottle of ice cold Coke.

beautiful boat, and they've constantly been telling us that they are "leaving next year". Meanwhile, they spend more for people to work on their boat than people spend actually doing a circumnavigation. They just wrote us and told us they're going to have to

postpone their trip again because they can't sell their house — which would only leave them with about \$15 million — and therefore can't afford to go cruising. Carolyn and I have gone around on \$15,000 a year, although if you want to keep your boat in good shape, it's better if you have \$24,000 a year. One year we did spend \$24,000.

Carolyn: I remember. That was the year that I decided if I wanted a cup of coffee, I could just buy one.

Fatty: I still remember the time — I think we were in New Zealand — and it was really hot, and Carolyn wanted an ice cold Coke. So she just walked right into a store and bought one!

Carolyn: I didn't even think twice about it. Then I strutted around, showing it off to all of my girlfriends.

Fatty: And when she saw me, she squealed, "Sugar Daddy, Sugar Daddy!"

If you have over \$25,000 a year, you can circumnavigate like a king. At least

Fatty loves the Chagos because he can make money there via Kindle, yet there is no place for Carolyn to spend any money.

if you hang out in places like Thailand and Malaysia, and not St. Barth.

The Chagos was probably the best because I was making money from Kindle and there was nowhere to spend money. All income and no expenditures. We spent nearly five months there, and had the time of our lives, as it was a Robinson Crusoe fantasy, with no cops, no creeps, just nature and friends.

But there was just one problem. My trophy wife was losing her Italian butt and started to get a little French woman's butt. I panicked. "My God," I thought to myself, "she must have cancer." So we rushed our yacht 2,000 miles to civilization, and immediately called an ambulance. They told us to wait for them by the bakery. While waiting for ambulance Carolyn decided she might as well have a croissant or two. Before the ambulance even got there, her Italian butt was coming back. She was cured!

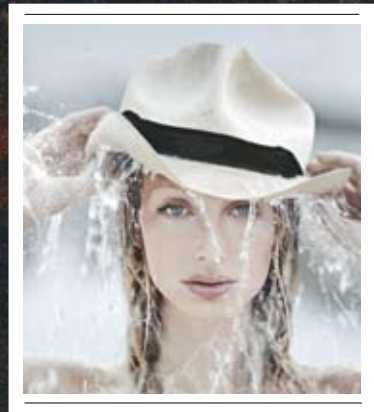
Carolyn: The most expensive places aren't the best places to cruise anyway. During our last trip around, we cruised the northwestern part of Thailand, almost to the border of Burma. It was the best trip, as we didn't see another yacht. If you look on the charts, you see these inlet openings that seem really small, but each one was about the size of the Chesapeake.

Fatty: We stopped at one place where they hadn't seen a sailboat in seven years, and there was an old guy there who had a lot of presence. He called over some kids, gave them some money, and they took off. When they came back a few minutes later — and this is in the middle of nowhere — they had a bottle of Chivas Regal! We had a drink with the old man.

Carolyn: And then some local ladies showed up with a bunch of food. It was wonderful. We love that part of the world. Unfortunately, there is the big pirate problem in some parts of the Indian Ocean.

38: Last spring you made the trip up Pirate Alley toward the Red Sea. Would you do it again?

Fatty: No, we would not. When we did it last year, I thought it was doable. We started off with a two-boat convoy that grew to 27 boats. And we made it. But others — specifically our friends on the Marina del Rey-based Davidson 58 *Quest*, and



their two Seattle crew — were captured and killed. So no, we would not make that trip again. Fortunately, there are still many great and safe places to go, even in the Indian Ocean. And even if you have to cruise on a writer's budget.

— *latitude/rs* 04/20/12

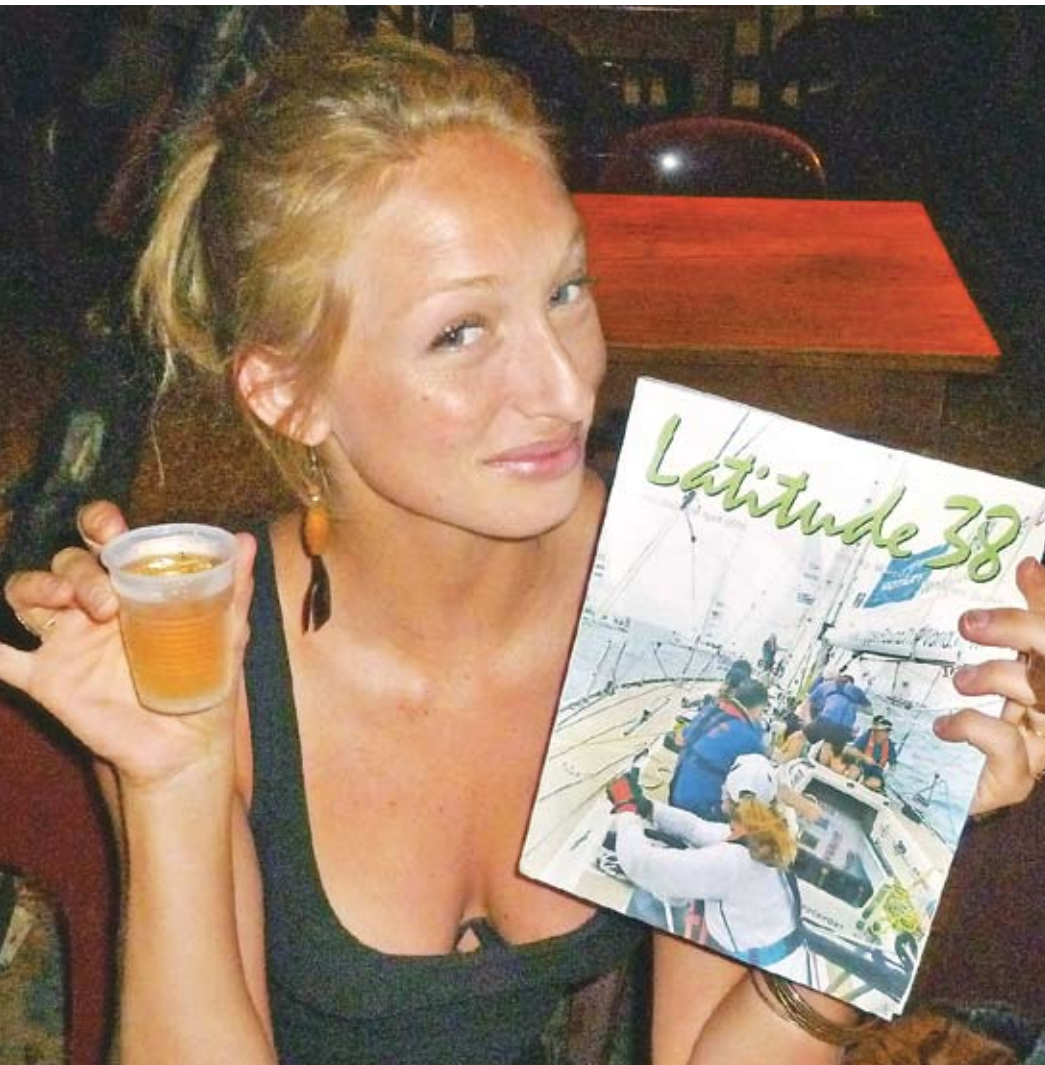
Born Aboard Alana Marie-Greenfield (The World)

We're running the accompanying photo of model Alana Marie-Greenfield for her dad, Randall. "He'd rather see a photo of me in *Latitude 38* than in *Vogue*," Alana told us with a laugh.

We would later find out that Randall attended UCSB in the late '60s when we did, and did a bit of sailing there, as did we. But it wasn't until he transferred to USC that he really got into it. By the '90s, he was the 'G' in G, D & L Yachts in Marina del Rey, which was the dealer for J/Boats, Hunter, S2 and some other lines. He and some partners also got



IN LATITUDES



LATITUDE/RICHARD

Spread; Alana Marie-Greenfield relaxing in real life at Le Select. Inset; Alana cooling off in the overheated world of international fashion.

into new yacht construction, but sort of through the back door. They bought the rights and molds to the Kaufman & Ladd-designed Skye 51, and created the Finya 51. Five of them were built.

After Alana's mother Judith gave birth, her daughter was brought back to her first home, the family's Finya 51 in Marina del Rey. Alana remembers the boat as being named *Mustique* like the island in the Caribbean, supposedly because her parents had fallen in love with it during a sailing trip there. We hate to shatter her pleasant memory, but Randall says the boat was actually named *Mystique*.

Alana turned out to be such a physical and active child that it scared her parents to have her aboard. "She was like a little monkey from the youngest age, climbing all over, as well as up the companionway," remembers Randall. "Judith

and I decided that a boat wasn't a good place to raise a girl like Alana, nor was Marina del Rey a good place to raise any child." So they moved to Sacramento, which Randall says turned out to be a good choice.

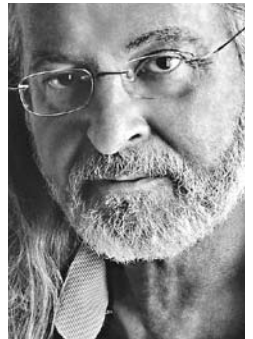
Alana continued to thrive on the physical life. For one thing, her dad had always been an athlete, and thus enjoyed playing vigorously with his daughter. "She was my son," he laughs, fondly remembering tossing her from one hand to the other. Alana also followed in her mother's footsteps, studying ballet for more than 15 years. The combination resulted in a tall, striking blonde with a toned physique.

The family would later move to Florida, having sold *Mystique* through Ardell Yachts in Newport Beach. In a roundabout way, the boat transac-

tion led to Randall's job of the last six years, which is selling large motor yachts for the Ardell office in Fort Lauderdale.

"But my parents are both really hippies," says Alana, "who would like nothing more than to go cruising on a sailboat."

Now 23, Alana is all grown up. We met her in the patio of Le Select Bar in St. Barth, where she was in the company of photographer/artist Marco Glaviano. From the '70s until about 10 years ago, Glaviano, now 69



Marco Glaviano.

was 'the' photographer in the world. He was under contract to *Vogue* magazine, and would ultimately shoot over 500 covers for major fashion magazines. He's worked with every major fashion model in the world numerous times, and shot for many top Italian men's clothing lines and major corporations.

"I was the one who ruined St. Barth," Marco, who was dressed in layers of white, a stark counterpoint to Alana's all black, confessed to us. "This was such a lovely, quiet island until I started the world's top models here 30 years ago, causing all this," he said, waving his arms around. "But what can I say, a beautiful young women sitting in the Le Select, it's the soul of the island."

A native of Sicily who graduated with a degree in architecture, Glaviano got out of the fashion business 10 years ago, and turned to artistic photography. To a large extent this means sensitive nudes. Before you snigger, check out his work and the prices. It's not *Penthouse* or *Playboy*, and larger size nudes such **Supermodel Stefanie Seymour posed before a phallic Eiffel Tower in one of Glaviano's better known photographs for 'Vogue'.**



CHANGES

as Cindy Crawford sell for as much as \$20,000 in galleries around the world. Marco has also specialized in portraits of African-American blues and R&B singers. Fantastic stuff.

It was in New York's celebrated Cipriani restaurant that Glaviano tapped Alana on the shoulder and asked if she would model for him. Alana had already been doing "edgy editorial and makeup modeling" in Europe and other parts of the world. After assuring herself that Marco wasn't a creep, and having Marco meet her parents — "Randall's a really cool guy!" says Marco — she joined him for the trip to St. Barth.



Cindy Crawford hired Glaviano to do all four of her calendars.

We saw the results of their shoot at a local gallery. Thanks to a combination of Glaviano's sense of composition and technical skill, and Alana's fabulous form and ballet-based flexibility, the results were spectacular. Even the women in our group agreed. The only photo that had a hint of cheese was the one where Alana posed, topless, in the bumper sticker-lined ordering window of Le Select Bar late one afternoon. Nonetheless, that image was the top seller of opening night, with three 8x10 copies selling for nearly \$5,000 each.

The funny thing is that both Marco and Alana say their work was very quick and easy. "Marco gives me excellent direction, often without words, so I know exactly what he wants," says Alana. "She is so good," Mario says, "that we're almost done before we start."

The astonishingly fit and flexible Alana, as captured by Marco during their recent shoot. "It didn't take long," Marco said with a shrug.



The qualities we like most about Alana are her confidence and poise, and that unlike most globe-girdling models who come to St. Barth, she was down-to-earth and smiled a lot. So here's to you, dad, a Father's Day present from us for raising a truly charming and accomplished daughter.

— *latitude* 05/20/12

Slapdash — Gemini 34 Seth Lennea and Jaime Bayntun Big World On A Small Cat (Vancouver, B.C.)

Not many people would consider cruising around the world in a 34-ft catamaran, particularly one that only carries 60 gallons of water and 36 gallons of fuel. But Seth and Jaime had two big advantages. First, they were young when they started, 29 and 28 respectively. Second, they didn't know any better. Or as they put it:

"No boat. No sailing experience. No problem. Our 'slapdash' plan to circumnavigate the globe commenced in '07 when we left Vancouver with little more than these three things. We found a little catamaran in South Carolina, and she's been our home ever since. So far we've been successful in keeping her afloat. The superficial bumps and bruises are a product of an entertaining travel adventure story. Our comedy of errors."

As you can probably deduce, Seth and Jaime aren't your rigid, button-down types. At least not any longer. When they met in Calgary nine years ago, they agreed on some important things. First, they needed to take their traveling to a new level to see even more of the world. Second, despite their best attempts, adventure was never designed to fit into just weekends. Finally, full-time work was for people who didn't agree with the first two statements.

Their initial plan was to drive a camper to Costa Rica, which became sailing a boat to Costa Rica, to why not sail the boat all the way around the world? The poop-or-get-off-the-pot moment came in '07 when Seth was offered a once-in-10-years job opportunity. Then in January of '07, Seth had the mother of a job opportunity. It was take the job or take the plunge into cruising. "We took the



plunge, starting with getting rid of our homes and all the stuff in them, and seriously searching for a boat."

It's now five years and nearly a circumnavigation later, so we hit the couple up with some questions:

Have you been in conditions where you had doubts about your cat, which you might not have had about a larger cat or monohull?

"Every time we encounter conditions we haven't seen before, we can't help but wonder about that. But having had our fair share of bad weather in the last five years, we never felt unsafe. As *Slapdash* is the only boat we've ever owned, we can't intelligently compare her to a larger cat or monohull."

Does she pound much?

"The Gemini's stability is increased because of her lower center of gravity, but that means she has a lower bridge-deck clearance and pounds more. We've overcome this potential obstacle by employing the age-old strategy known to all civilized sailors: we sail downwind!"

IN LATITUDES



LATTITUDE/RICHARD

Having gone around on a small cat and their own nickel, Seth and Jaime want to do it again on a big boat — and someone else's nickel.

How have your passage times been compared to other boats?

"Slapdash has legs. Designer Tony Smith has a racing background, so he took a keen interest in making sure that his boats sail well. *Slapdash* is slippery and fast under sail. Like most cats, she doesn't power as fast as monohulls. She has a single 27-hp Westerbeke diesel that drives a steerable outdrive that comes out of the water when sailing."

What's the cat's highest speed to date?

"We hit 18.6 knots surfing down the face of a rather large wave in the Solomon Sea on our way to the Torres Strait. We haven't reset the top speed indicator on our plotter since then to prove it to doubters. That said, such a speed is not typical. But it's not uncommon for us to hit low double digits when on a beam reach in 20 knots of wind."

Is it hard to reef your cat when sailing

off the wind?

"When we need to reef the main, we sail *Slapdash* 60 degrees off the wind, push the boom out all the way, drop the main halyard, and suck in the reef lines. Jaime would like to run the lines to the cockpit to make this even easier, but so far we've never had any real problems reefing."

Your cat has propane refrigeration, which isn't common in the States. How has it worked?

"Very well, as it's reduced our power consumption to the point that we can meet our power demands using only one regular-sized solar panel. This allows us to reduce our house bank storage capacity accordingly. Propane is also very efficient and allows us to meet our happy hour cocktail ice requirements. Newer propane refrigeration

models have the option to switch to a DC compressor, which in our opinion would be much more useful than our current AC option. We don't spend much time in marinas, and in places where propane is hard to come by, the DC option would be useful."

Your website has a feature that allows people to donate money. Have you gotten any money?

"Yes, but it's not been a substantial source of revenue. We added the PayPal link two years ago after receiving multiple requests from *Slapdash* followers. We've never pushed it or tried to generate any kind of ad revenue.

We've found that people don't mind donating for quality content in line with the cost of other sources of media typically spent on their cable TV, magazine subscriptions, newspapers, paperbacks, etc."

Are you getting another boat? If so, do we understand that she will just be the largest you can afford, monohull or multihull?

"Yes. The *Slapdash* is for sale, and we're having serious second thoughts about the impending return to *terra firma*. We're still working on a method of enjoying this incredible lifestyle of adventurous travel on somebody else's dime though. We're tired of spending our own money, and believe that there must be a way to avoid land life without

Seth taking a flying leap into the blue — just the way he and Jaime started their slapdash circumnavigation.



Propane to make ice? It seems strange, but it's true.



SLAPDASH

CHANGES

completely depleting our savings. Such as running someone else's boat.

If you get another boat, where would you head next?

"Somewhere within 25 degrees of the equator."

— latitude 05/04/12

Cruise Notes:

There was a **narco gang execution in La Paz** on Mother's Day, which in Mexico is on May 10. Michael and Tiki Kehir of the Moss Landing-based Yorktown 35 **Merilon** report they had gone to Bismarcito's on the *malécon* to get some fish tacos, but the place was packed with Mexican families, so they returned twice before opting for another nearby eatery. Ten minutes after they'd left Bismarcito's, 10 shots were fired. According to a carpenter who had done work on their boat, three men had come into the restaurant right where the Kehirs had been standing, and one fired a single shot into the air. All the patrons ducked except for one man who tried to flee. He was tackled and held down by the gunman's two associates. The gunman then fired nine bullets into his head — in front of his mother, wife and daughter. According to the papers the next day, the victim was a nephew of **Joaquin 'Shorty' Guzman**, head of the Sinaloa Cartel, widely considered to be the biggest and most powerful drug gang in the world. Nobody else was hurt.

This incident follows the April 27 murder of well-known Canadian drug smuggler **Tom Gisby**, who was executed in a precise attack — one bullet to the head, one to the heart — at the Starbucks coffee shop just 100 or so yards from Paradise Marina in Nuevo Vallarta. Gisby had been the target of several attempts on his life in Canada and Mexico, following the assassination of some drug

La Paz — 'the Peace' — has a well-earned reputation as being the gateway to the Sea of Cortez, not as a scene of narco violence.

rivals at luxury hotels in Vancouver. According to Canadian authorities, Gisby was the sixth Canadian drug figure to be gunned down in Mexico in the last couple of years.

As we understand it, the current narco situation in Mexico is that two major forces, the Sinaloa Cartel and the Zetas Cartel, the latter taken over by former Mexican Army commandos, are ruthlessly battling it out for dominance. While the Zetas aren't as big as the Sinaloa Cartel, the U.S. considers them more sophisticated and dangerous.

While no tourists were targeted or hit in the incidents at Nuevo Vallarta and La Paz, it's nonetheless disturbing that the violence occurred in tourist areas that had previously been immune to such violence. We're told that life has quickly returned to normal in both places, but if there are additional incidents in these popular tourist areas, it would not be good for Mexico or its critical tourism industry. Personally speaking, we're still OK with the situation in Mexico, particularly in the cruiser areas. After all, statistically it's no worse than many places in the U.S. Regardless, we're keeping a close eye on the situation, and will keep you apprised of any further incidents.

Mexico will elect a **new president** in July, who will take office later in the year. Many hope that his/her approach to the narco gangs — even if it's semi-cooperation — will reduce the violence. While it seems as if there is no reason to expect a drop in narco violence in Mexico, based on what's happened in Los Angeles and much of the rest of the United States, you never can tell. In '93, the homicide rate in the City of Angels was a staggering 30.5 per 100,000. Now — with economic and other conditions certainly no better — the murder rate has plummeted to just 5.5 per 100,000, or about one-sixth of what it used to be.

Indeed, across the United States the murder rate has dropped by nearly half since the early '90s. Nobody seems to know why, but let's hope the same thing happens in Mexico.

To keep things in perspective, here are some interesting facts from the **Baja Insider**: In 2010, more than two-thirds of the cities in the United States had higher murder rates than Tijuana, which had the highest murder rate in



Baja. Indeed, **New Orleans, Baltimore, Detroit and Washington, D.C.** all had murder rates that were at least *double* that of Tijuana. In 2010, the murder rate in all of Mexico was 13.2 per 100,000. If you deduct direct combatants in the drug wars, it was 5.8 per 100,000 — or about the same as the United States. Compare that with **Honduras**, which has a murder rate of 72.3 murders per 100,000, and **El Salvador, Nicaragua and Guatemala**, each of which had more than 60 murders per 100,000. In other words, the murder rate in Mexico, even when you include victims of the drug war, is but a small fraction of that in Central American countries. How many of you were aware of that? Anyway, we'll try to provide you with the best factual information we can, and let you decide what to make of it.

June 1 was the start of **hurricane season** in Mexico, so cruisers have been making plans to either be prepared to hunker down, or head north or south.



IN LATITUDES

LATITUDE/RICHARD



Spread; Yard Manager Bruce Berry throws up his arms to welcome 'La Gamelle' to her off-season home on the hard at St. Kitts Marine Works. Top inset; Boat keels are set in holes and cushioned with tires. Bottom inset; The very basic yard is located directly below massive Fort Brimstone.

The guy with the coolest plan we've heard so far is Ed Skeels of Alameda, who will be making the second trip in two years back to San Francisco Bay with the "cheaply built O'Day 26" **Dos Gatos** that he beefed up and rebuilt. "I'm leaving the La Paz for San Francisco, but will be sailing — not motoring — offshore. Depending on the weather, I expect my first landfall to be either Hilo or San Francisco."

We love your style, Ed! When you get back, we'd like to debrief you — and lay some *Latitude* swag on you.

Speaking of **tropical storms**, Mexico had three between May 14 and May 22, which is a lot so early in the season. And one of them, *Bud*, was expected to reach minimum hurricane force. But all started way down south by the border with Guatemala and weren't expected to cause any damage ashore. The East

Coast saw tropical storm *Alberto* form on May 19, which is really early in the season for that area. It was not only a mild one, but it first headed west, then did a 180 to head northeast several hundred miles offshore on its way to oblivion.

Where are we taking the Olson 30 **La Gamelle** for hurricane season in the Caribbean? To **St. Kitts Marine Works**, just 28 miles from St. Barth. It's the ultimate in bare-bones boatyards, as they just haul your boat out and put the keel in a tire-lined hole. You want sandpaper, paint, masking tape, or fasteners? You better bring them with you, because this yard is for storage only. It's \$8/ft/month.

"I arrived in Tonga yesterday aboard the Beneteau 50 **Irene** with my daughter Rachael and her boyfriend Jeremy Porter, and we're all glad to be off the boat," writes Caren Edwards

of the Peninsula. "We knew this was going to be a delivery, but perhaps we didn't realize how different it would be from 10 years ago when my family and I spent five years leisurely cruising the South Pacific aboard our Marquesas 53 catamaran **Rhapsodie**. You know it's a delivery when you go through French Polynesia and don't even stop as you pass Moorea, Bora Bora and other famous spots. At least we all got some good sea time in. But I have some **bad news about Tonga and the Cooks** for cruisers who will be coming through soon, as it feels as if just about everyone is on the take.



Rachael and fresh banana bread.

"**Palmerston Island** is an absolutely beautiful island in the Cooks," continues Edwards, "and for many years had a welcoming tradition toward yachts. We brought pictures from our visit 10 years before, and the locals remembered our family, and Rachael renewed old friendships. Rachael had made a best friend at Palmerston when she was 9 years old, and the Island family begged her to stay with them for a year. She cried when we told her 'no', she would have to come with us. Her friend is now 23 also — and has four children!

"Anyway," Edwards continues, "Palmerston is no longer the deal it was 10 years ago when we stayed a week. By the new policy, you must pay \$130 U.S., and you can only stay for three days! We had to pay that same amount even though we only stayed 10 hours, and just because I wanted a little shore time for my birthday. During our last visit, Palmerston had a yacht club and a place for cruisers to hang out. This is now closed "because

Cruisers have to pay \$130 U.S. to stop at Palmerston in the Cooks. That's a lot of money for a max of three days at such a small island.



NASA

CHANGES

it was too close to the church." Our Kiwi skipper was furious with the charges, since the Cook Islands is subsidized by New Zealand taxes. The bottom line is that it will likely be costly to stop at any of the Cook Islands, however briefly. So be sure it's worth the time you intend to spend, and ask if there is a time limit before you go ashore, because once ashore, you have to pay. No wonder they try to get you to come ashore before they tell you what the fee is. In fact, they even quoted us one price at our boat, then a higher once ashore.

"As for Tonga," Edwards continues, "they now charge \$130 U.S. per person if anyone gets off the boat to fly out of the country. There may be some 'on the take' action on this, as there was a catamaran rally when we were there, and the crews of those boats could leave without having to pay anything. But there is good news, too. We all want to give thanks to *Latitude's* **Andy 'Mr. Puddle Jump' Turpin**, and especially **Maryline Gautherot**, the yacht agent in Papeete whom Andy arranged to work with Puddle Jumpers. They made our entry into French Poly-



VAVA'U YACHT CLUB

Given the new crew departure fee in Tonga, the sign at the Vava'u Yacht Club needs to be changed to four things not liked.

nesia a breeze. What a difference, given all the paperwork hassles and bonds the French throw at other cruisers! Maryline was worth every penny."

We're also hearing reports that boats

leaving the **Galapagos** are being charged wildly differing amounts of money — sometimes including a "lighthouse fee" — to get the *zarpe* necessary to leave the country.

"We're sneaking out of town on the ebb May 29 bound for Tonga," reports Harley Earl of the Tiburon-based Deer-foot 62 **Kailani**. "Tom Prior, *Kailani's* first mate, and three crew will join me on the 4,600-mile passage that we expect will take about 25 days. My wife Jennifer and daughter Sophia will fly down in June, and the family will cruise the islands until we depart with another crew for New Zealand in late October. We are in the final throes of preparation and provisioning at the Sausalito Fish Dock, which means long days and nights. But we've done this before, and know that the key is to set the date to leave, and whatever gets done is done, and whatever doesn't get done — well, it will have to wait."

When Harley says he's "done this before", he's referring to the fact that he and Jennifer did a circumnavigation in '04-'06 with their Hans Christian 41

Mexico Summer Savings

ENJOY MARINA EL CID at just \$.30/ft. day



Complete, modern amenities in the heart of Mexico's lush tropical coastline.

www.elcid.com
011-52 (669) 916-3468
gcevallos@marinaelcidmazatlan.com

The Cruiser's Home in Mexico

www.pacificmaritimelaw.com

Maritime Law Offices of Jared A. Washkowitz

SF Bay Area | So. Cal. | Hawai'i

Vessel Documentation		Collision/Allision
Fed. & State Regulation		Vessel Financing
Charter Parties		Cargo Loss & Damage
Personal Injuries		Longshore Act
Wrongful Death		Jones Act
Maritime Liens		Wreck Removal
Vessel Arrests		Salvage
Limitation of Liability		Marine Insurance
Towage		+ other practice areas

Email: jaw@pacificmaritimelaw.com
PH: +1 (415) 320-8254 (Calif.) | +1 (808) 840-7410 (Haw.)

Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!



Fuel Polishing Tank Cleaning

877 744-2244
www.MarineLube.biz



Climb Your Mast Alone with Mast Mate
Made in the USA for 20 Years

Satisfaction Guaranteed

(207) 596-0495
www.mastmate.com



Manu Kai, and more recently, after purchasing **Kailani** — in Marmaris, Turkey, of all places — delivered her 9,000 miles back to Northern California.

"Last night there was a happy-hour gathering of cruisers on the beach at Isla Coronado, just off Loreto in the Sea of Cortez," report Marlene and Roy Verdery of the Sausalito-based Manta 42 **Damiana**. "Several people asked how long we'd been cruising in the Sea, realizing that they hadn't seen **Damiana** before. We mentioned that we'd been on the '04 Ha-Ha, and stayed in Mexico until '07 aboard our Pearson 36 **Jellybean**. And that we'd then gone to Florida to buy **Damiana**, hoping to be back in Mexico long before the five years that it took us. A few people came up to say they remembered us from **Jellybean**, and the folks on **Stella Blue** said that they'd been on the '04 Ha-Ha, too. They introduced themselves as Lori and Wally, and said they had been on **Wild Rose**. When I mentioned that Roy, and our friend and crew, George, also a physician, went up to **Wild Rose** at Cedros to take care of their

crewmember who had fallen ill, it was like old home week. After much catching up, they told us that Phil Hendrix, their friend who had taken ill, been transported to Turtle Bay, then airlifted back to California, is doing well — and still sailing in the Delta. Another couple that we reconnected with are Gordon and Vlasta Hanson on **Far Country**, vets of the '05 Ha-Ha whom we met in Barra in '06. It's a small cruising world."

One of the main reasons we love St. Barth is that the island is a powerful magnet for all types of great sailing yachts, from the latest and greatest, such as the 218-ft Dykstra/R/P/Baltic **Hetairos II**, to historic ones such as the 50-ft Manuel Campos-designed **Gaucho**. For those not familiar with *Gaucho*, she



One of the first great cruising boats, 'Gaucho' still looks sweet after nearly 70 years and well over 100,000 miles.

was commissioned by Ernesto Uriburu, an Argentine diplomat stationed at the embassy in Washington, D.C. during World War II. It's hard to believe that anybody was dreaming about building a cruising boat in '42, which we'll remind younger folks was at some of the darkest hours of World War II. Nonetheless, Uriburu's ketch was launched from the Parodi Boatyard in Tigre, Argentina, in '43. The diplomat's first voyage started in '46, when he sailed across the Atlantic

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

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

Our Services |

HAULOUT

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

PAINTING

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

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

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

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

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

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure paradise is everything you expected. Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

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

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



A Subsidiary of
The Moorings Yacht Charter, Ltd.

CHANGES

in order to retrace Columbus' Voyage of Discovery from Spain to San Salvador. Urriburu would eventually sail *Gaucha* a total of 67,000 miles, including across the Atlantic again to the Suez Canal and then back across the Med and Atlantic yet again to New York. The Cruising Club of America awarded Urriburu their coveted Blue Water Medal in '47 for his exploits. For the last 23 years, *Gaucha* has been owned and lived aboard by John and Roni Everton of Deltaville, Virginia. This winter they sailed south to St. Barth for the fourth and perhaps final time. The explanation is that they want to downsize, and are hoping to sell the ketch to an Argentine sailor with a sense of history and national pride. We didn't give *Gaucha* a close inspection, but from 150 feet it appeared as though the Evertons have taken excellent care of her. A short time later, she won her class at the Antigua Classic Regatta.

Santa Cruz Harbormaster Chuck Izenstark tells *Latitude* that the tsunami that originated in Japan is still having repercussions in **Santa Cruz Yacht Harbor**, and will through about October of '13. The problem is that every dock in the



Last year's March 11 earthquake in Japan caused extensive damage in the South Harbor of Santa Cruz Yacht Harbor.

South Harbor — there are 13 of them, each with 20 to 30 slips — is having to be rebuilt. It's a huge project, requiring boats to be moved around a lot. So while Santa Cruz Harbor likes to be as accom-

modating as possible to transient boats, until the construction is done, stays are going to have to be limited to one night. Naturally exceptions will be made if your mast fell down or it's blowing 100 knots out in Monterey Bay, but you get the idea. The nearest alternatives are anchoring off the Wharf or at the nearby Capitola anchorage. If you want a berth, 14-mile distant Moss Landing, which has picked up a lot of business, will be able to accommodate you. If you're looking for a more cosmopolitan facility, 22-mile distant Monterey Yacht Harbor usually has open slips and always has room in the anchorage.

Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House** reports that he completed the crossing of the Pacific Ocean to Australia last October that he and his wife Cindy had begun four years before. Tragically, Cindy, a victim of depression, wasn't there in person to complete the trip. "But she was here in spirit and always will be," Scott wrote. When *Beach House* left New Caledonia for Oz last October, it was unusual in that she just happened to be

eMarine Systems

- Solar panels
- Wind generators
- Hydro-generators
- Inverters/ battery chargers
- Mounting systems
- Meters and accessories

Authorized wind generator and inverter service center

Ft Lauderdale, FL
954-581-2505
www.eMarineSystems.com

MARINA DE LA PAZ
FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

Hardwood docks • Protective piling & sheetpile breakwater
 Plug-in Internet • Dinghy landing • Cruisers' clubhouse
 Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646
 email: marinalapaz@prodigy.net.mx
www.marinelapaz.com
 Apdo. Postal 290, La Paz, 23000
 Baja California Sur, Mexico

Official Sponsor
 2012
 BAJA
 HA-HA

Innovative marine products

Mastlift & Accessories
 Safest way to the top of a mast, you are in total control of your ascent and descent, work with both hands free, use as hoist for the dinghy motor, safely transfer mobility-challenged persons aboard, use in MOB rescues.

Anchor Buoy Self adjusting
 Do you know where your anchor is? You would with the self-adjusting Anchor Buoy from SWI-TEC! Precisely marks the anchor's set position and keeps other boaters at a distance. Can be used to a maximum depth of 65 ft.

Contact SWI-TEC America for
 • WASI Power Ball • PropProtector
 • WinchRite • Räber Meteograph

SWI-TEC America
 INNOVATIVE MARINE PRODUCTS
www.swi-tec.us

THE RAMP

BAR OPEN DAILY TILL 9 PM
LIVE LATIN MUSIC
 Saturday & Sunday 5:30-8:30 pm
 with an outdoor BBQ from 5-8 pm

WEEKENDS
 Brunch Served 9:30 am-4:30 pm

WEEKDAYS
 Lunch Served M-Th 11 am-3 pm
 Fridays 11 am-3:30 pm
 Happy Hour M-F 5-7 pm
 Available for parties too!

(415) 621-2378
 855 Terry François St., San Francisco
www.theramprestaurant.com
 Like The Ramp on Facebook www.facebook.com/TheRampSF

in company with four other catamarans. One of them was the San Rafael-based Venezia 42 **Dream Caper**, owned by Steve Stecher and Portia Ignarashi. The couple left San Francisco Bay nine years ago, did Mexico for two years, spent a year in Central America and the Pacific side of the Panama, then transited the Canal to spend two years in Panama's beautiful San Blas Islands. In '08 they re-transited the Canal and sailed down to Ecuador. Since then, they've sailed to the Galapagos, and all the way across the Pacific to Australia. At last word, they were sailing up the Queensland Coast, enjoying some magnificent diving.

When Stolntiz arrived in Oz, Scott put *Beach House* on the hard for the five months of the Austral cyclone season, and flew back to California. He's now returned to Oz, where he and crew Nicola Woodrow have ambitious plans for the upcoming year. They include the 2,500 miles north and west to Darwin, the Sail Indonesia Rally to Bali, then crossing the Indian Ocean to the Chagos, Madagascar, and South Africa. Ten thousand miles in all.

Speaking of New Caledonia, as we did a couple of paragraphs ago, the first ever **New Caledonia Great Lagoon Regatta** was to have taken place May 25 to 28. We haven't gotten a report yet, but the lagoon is the largest coral reef lagoon in the world, and the scenery is stunning. The event is too early in the season for most Puddle Jumpers, so it will no doubt mainly appeal to Aussies, Kiwis, and North American cruisers who are already back in the South Pacific for a second season.

With his only goal being to complete his circumnavigation before age 80 — something he easily could have done long ago with his Gig Harbor-based **Naja 30 Fleetwood** — Jack van Ommen still has years and options before him. For the last two years, he was hoping to make it across the Atlantic to Cartagena, from



NEW CALEDONIA TOURISM

Have you ever seen the likes of New Caledonia's Great Lagoon? What a magnificent coral paradise — as long as you don't hit any.

where he would begin his explorations of South America. But the lure of Western and then Eastern Europe proved too strong. After a trailblazing sailboat journey from Amsterdam to Istanbul via various canals, the Danube River and the Black Sea, van Ommen arrived in Istanbul fully expecting to cross to South America this coming winter. But no, there will be yet another delay.

"I now plan to spend another winter



ALPENGLOW LIGHTS 406.889.3586

Hand Crafted, High-Efficiency Area Light
LED Reading & Berth Lights – *NEW* Dimmable Model

- Better light quality; superior color rendition
- Lower battery drain!
- Variety of wood selections to match your interior
- Night-vision and Splashproof options available
- **Choose LED or CFL (compact fluorescent)**



Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
www.alpenglowlights.com

Ryan's Marine

Specializing in Marine Electrical Services for Your Boat

- Electrical system installations from inverters to electronics packages
- Troubleshooting of existing systems
- Dealer for the complete Balmar product line
- Head and holding tank installations

Featuring
ESPAR
hydraulic heater
installations

(510) 385-3842

Ryan Schofield
Owner since 1997

email:
rssailor@yahoo.com



OPEQUIMAR

MARINE CENTER  CENTRO MARINO

Our Experience Makes the Difference



High velocity pump fuel dock, 46 gals./min. • Travelift: 88 tons, 100' length, 23' beam
Dry storage for vessels up to 300' • VHF radio ch. 68 • 24-hour security • Dock rentals
Sales & rent of used & new boats • Full service boatyard • Do-it-yourselfers welcome

The Most Complete Marine Center Open 365 Days
Puerto Vallarta, Jal. Mexico / Tel: (322) 221-1800
www.opequimar.com / info@opequimar.com

CHANGES

in Amsterdam," he writes. "I'll most likely get there by way of the Rhone, Moselle and Rhine rivers. Although if I make good progress from Crete, where I am now, I might go back to Holland via the Atlantic and the English Channel. And there are still a few places on the North Sea and the Baltic I'd like to visit in the summer of '13 before I head back for the Americas."

We've said it before: when it comes to great cruising adventures carried out by senior citizens on small boats with tiny budgets, Jack van Ommen is right up there with the best of them.

One of our favorite quips comes from boxer/human train wreck Mike Tyson, who once said, "Everybody has a plan [meaning a strategy to beat him in the ring], until they get hit in the mouth." And in his prime, Tyson could hit people in the mouth harder than anyone. Anyway, the 'theory is one thing and reality another' came to mind when we got the following email from the Doolittle family — Ben, Molly, Mickey and J.P. — of the Sacramento-based Catalina 38 **Knee Deep**:

"We've had an awesome winter of cruising, starting with the Ha-Ha and most recently surfing across the bar to get to Bahia del Sol, El Salvador. But as it's getting really frigging hot here in El Salvador, and the many lightning storms are not fun, we've decided to take a break from cruising this summer and return to our boat in the fall. Our plan is to float between San Mateo, Petaluma and Sacramento, and we will probably both couch surf and use Molly's dad's RV. We have a few options when it comes to work, but if anyone has opportunities in sales, sailing, construction, teaching/training, marketing, waiting tables/bartending/cooking, housesitting — you name it; we're for hire."

A lot of cruisers assume they can **take the heat** of places such as the Sea of Cortez, and the heat, rain and lightning of a coastal Central America summer — until they actually experience it. Not everyone can. And if you can't, what's the big deal? The reality is that after

six or eight months of cruising, taking a break, either in the 'eternal spring' weather conditions of inland Mexico or Costa Rica, or back home in the States with family and friends, is not a bad idea at all. It not only puts variety in your life, but will soon have you lusting to get back aboard.

Over the spring we became pretty good friends with fellow St. Barth anchor-out Doogie Knox, an Aussie who lives aboard his small catamaran **Tortilla Flat**. A terrific sailor, Doogie had good rides for all the big races, and was therefore called on to help deliver the great 143-ft **Mari-Cha III** from the Caribbean to Valencia, Spain. Northern California sailors may remember *Mari-Cha III* from the '02 Pacific Cup race to Hawaii. Anyway, the big yacht made it to Gibraltar in 14 days and Valencia in 14 days. Smokin! But then *Mari-Cha III* — to our eye one of the most beautiful yachts ever — is a speedster. In '05 she crushed the 100-year-old transatlantic record by nearly 20%. During the delivery, Doogie says the ketch hit a top speed of 24 knots, but regularly hit 20 knots with ease. That's cruisin'!



ULI
INFLATABLE SUPS
ULIBOARDS.COM
760.639.1844
VISTA, CA

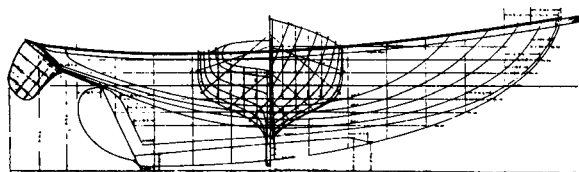
BAY MARINE DIESEL

*Marine Inboard Diesel Repair
Surveys • Personalized Instruction*

Cummins | Ford/Lehman | Hino | Perkins
Universal | Westerbeke | Yanmar



Marty Chin, Owner — (510) 435-8870
Email: Baymarinediesel@comcast.net



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com



1,000 Used Sails
Listed at
minneysyachtsurplus.com

**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS

1500 Newport Bl., Costa Mesa, CA

949-548-4192 • minneys@aol.com

"We keep boating affordable!"

SAN DIEGO'S RIGGING CENTER

since 1983



Proudly serving for over 25 years

Safe, cost effective,
professional rigging solutions.

*We'll get you ready for your next
sailing adventure!*

Design consulting • Commissioning
Refits • Custom line and hardware

WE SHIP
RIGGING
WORLDWIDE

619.226.1252

www.pacificoffshorerigging.com

KISSINGER CANVAS

Marine Canvas & Interiors

STEVEN KISSINGER

(925) 825-6734

Covering the Entire Bay Area



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails and window covers
included.

OPTIONS

Aft handrail, dodger cover,
sailing bimini.

Free Estimates and Delivery



**EFFICIENT. POWERFUL.
UNSURPASSED CUSTOMER SERVICE.**

www.spectrawatermakers.com

COMPUTER ABOARD?

CAPN • GPS • AIS
Marine Cellular & WiFi
Iridium • Inmarsat • Globalstar
ICOM SSB Radio • Pactor Modems
Wireless E-mail Specialists



SEATECH SYSTEMS™

800.444.2581 • 281.334.1174
info@sea-tech.com • www.sea-tech.com

Navigation, Communication & Weather

PARK PRESIDIO MARINE

Since 1963

Sales • Service • Parts • Accessories
Factory Trained and Certified Technicians

Your Authorized Bay Area Dealer



YAMAHA



Inflatables • Outboard Motors

1300-A 25th Street, San Francisco

(415) 821-2628

www.parkpresidiomarine.com

Please read before submitting ad

Classy CLASSIFIEDS

Here's What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; **OR, for the best – and most exposure – of your classified ad...**

Submit your ad safely online with Visa, MasterCard or AmEx at: **www.latitude38.com**

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

PERSONAL ADS

1-40 Words.....\$40
41-80 Words.....\$65
81-120 Words....\$90
Photo.....\$30

• Personal Advertising Only •
No business or promo ads except Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people – not shopping – and cost **\$10 for 20 words max**

FREE Online Ads are for a private party selling a boat for less than \$1,000 – or gear totalling under \$1,000. (One per person; must list prices in ad.)

All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals
No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

is **ALWAYS** the **18th at 5 pm**

for ad to appear in the next issue.

Due to our short lead time, deadlines are very strict and include weekends & holidays.

Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

WHAT'S IN A DEADLINE? Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

DINGHIES, LIFERAFTS AND ROWBOATS



18-FT AEOLUS BANK DORY. Oakland, CA. \$2,000/obo. 18' 6". Includes trailer and two sets of oars. Made by Jeremy Fisher Smith in mid-80's at Davenport shop. Rows beautifully and also has motor well for 5 or 10hp motor. (510) 337-4567/eves.

10-FT ACHILLES. San Francisco. \$1,200. Achilles inflatable (10'-4") W/8hp Evinrude outboard. Both in excellent condition, used in freshwater only. (415) 564-5209 or bswanson1@sbcglobal.net.

10-FT WALKER BAY, 2010. Woodland. \$1,800. With sail kit. Newer condition-used very little, stored inside. Will sell sail kit without the boat, but not the boat without sail kit. Boat \$1,000/Sail kit \$800. www.walkerbay.com/dinghies-sailkits/rigid-dinghy/walkerbay10. (530) 681-0929 or reddoch@hotmail.com.



10-FT WEST MARINE INFLATABLE. 2007. Alameda. \$1,950. Near new condition. 1980 Johnson 7.5hp with engine manual. Mostly used fresh water. Galvanized Calkins trailer. Extra gas tank. (209) 988-6107 or bill911s@yahoo.com.

9-FT ARTIGIANA BATELLI, 2000. Half Moon Bay. \$1,899. 290VS rib bottom with 8 HP Honda outboard BF8A 4 cycle. Raft 9'6" L 5'5" W max 4 persons. http://westcoastinflatables.tripod.com/AB/Nav2.90vs.htm. (510) 557-1155 or bobellis@strategic-intent.com.

24 FEET & UNDER



22-FT CATALINA, 1970. Chico, CA. \$2,500. On the hard in Chico. Classic trailer/sailer enshrined in Sailboat Hall of Fame. Hull #202. Clean. Very good condition. She tasted only fresh water in Lake Almanor. Health forces sale. (530) 893-4800 or FThorne@digitalpath.net.



24-FT FLICKA, 1983. Alameda Marina. \$30,000. Yanmar 1GM, bronze ports, brown hull, barrier coat, teak ceilings, Hogan main and 80%, storm jib, trysail, drifter, cruising spinnaker, 120%, 140%, small dodger, Bruce 22#, all lighting LED, 2 AGM batteries, winter and summer boom tents. Contact (510) 703-7050 or flickasf@aol.com.

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



24-FT CAL, 1983. Redwood City Marina. \$4,000. Main, jib, 130% genoa, 5hp OB, all safety equipment. Ready to sail. In great condition. Call Rich. (650) 363-1390 or rich@spinnakersailing.com.



23-FT DUTCH-BUILT FIBERGLASS. sloop, 1969. Brisbane Marina, CA. \$3,000. Very nice condition. Ready to sail, low maintenance. 4hp, 4-stroke OB, nice North furler. Carl Alberg design, full keel, like South Coast 23, single-handler, day-sailer or overnighter. (415) 468-0854.

WOODRUM MARINE

Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles. For power or sail.

CARPENTRY
Mobile cabinet shop
Contact Lon Woodrum at:
415-420-5970
www.woodrummarine.com

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services

Local closing facility for brokers or private transactions

30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925



NOR-CAL COMPASS

Adjustment • Sales

Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177

BOAT • LETTERING

alphaboatsue@aol.com • (510) 599-1197 • www.alphaboatgraphics.com

Creative and durable lettering and artwork for your boat



18-FT IDEAL, 1995. West Sacramento. \$6,100. Excellent Bruce Kirby design, very recently refurbished by Shumway Marine in 2010, and never sailed! New main, jib, spinnaker, new trailer, new anti-fouling bottom paint. Great safe family keelboat for Folsom or Turning Basin. Visit the website to see it in action, and average refurbished Ideal 18 prices. I paid @ \$13,000 in 2010, never used it, am a Paralympic class sailor, need the cash for a Sonar we are fixing up in San Francisco, willing to sell this Ideal 18 at HALF WHAT I PAID. <http://shumwaymarine.com/ideal18>. (775) 846-3538 or eric.o.roberts@gmail.com.



20-FT CAL, 1962. San Jose. \$2,000. 20-ft sailboat on reconditioned galvanized trailer. Upgraded new rigging. Heavy weather equipped. Twin head stays. Emergency rudder. 2-radio antenna. Anchor pulpit. New lifeline system. All lines led aft. 7 sails. Jiffy reefing. 2hp Honda, 10 hours more or less. (650) 218-5090.



15-FT BONGO SPORTBOAT FOR ONE. 2005. Novato, CA. \$6,500. Fun 1- or 2-person sportboat. Boat is like new, sailed only a few times. Stored inside. North sails, trailer, cover, carbon mast, jib, main, spinnaker and all the gear. In perfect shape. 2005 built, some gear still in the plastic. Check it out at website. www.sailabongo.com. (443) 955-8463 or deesmith@deesail.com.

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



23-FT BEAR, 1947. SF Marina. \$7,000/obo. Own a part of Bay history! Beautiful wooden sloop #32, *Little Dipper*. Built Sausalito by Nunes Brothers. Outstanding condition, repainted topsides, bottom, mast 2010. Race ready 2 mains, 2 jibs, 2 spinnakers. Call Joe. (415) 922-5937.

25 TO 28 FEET

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



25-FT CATALINA, 1980. Sausalito. \$5,000/obo. Main, roller furling jib (both in very good condition), Honda 9.9 long shaft, autopilot, 2 anchors, and more. V-berth, head, dining table, galley, quarter berth fits tall person (6'6"). Ideal for singlehanding, couple, small family, or sharing with a partner for very low cost to sail the world's greatest place! Sausalito berth at Clipper Yacht Harbor available. See pictures at: <http://flic.kr/ps/2bK5mU>. Contact (650) 324-9653 or rick.wolff@me.com.



25-FT VANCOUVER SLOOP, 1985. Brookings, Oregon. \$14,900. Double-ender strong long distance cruiser, Yanmar diesel 10, roller furling, macerating head, CQR anchor, teak cabin, self mast raiser, trailer, solar, stainless steel portholes and cowlings, much more. 600 mile delivery included. (541) 469-9379 or sandsations@nwtec.com.



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



25-FT U.S. YACHTS BUCCANEER, 1982. Emeryville. \$3,495. New Nissan outboard with alternator and battery 2010. New mainsail (Pineapple) with single reef. Three good headsails. Sail covers 2009. Raymarine ST1000 tiller pilot 2010. New control panel. New Plastimo compass. Tabernacle mast. Swing keel. Good all-round condition. Cheap transferable slip. pbbtney1@yahoo.com.



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

29 TO 31 FEET

30-FT TARTAN, 1972. Brickyard Cove Marina. \$14,500/price reduced. True plastic classic S&S design, very good condition. Bottom job, two coats Trinidad, 8/11. Upgrades: dodger, North main, jib, Harken furler, SS stem fitting, BBQ, depth, wind meter, Fortress anchor. Strong A4, electric fuel pump, ignition, SS muffler, new water pump, 55A alternator, cockpit, cockpit cushions, foam toppers. Sym, asym spin, dinghy, extra main and jib, VHF, stereo. Great teak. Send for photo package. (510) 544-9611 or friedman33@comcast.net.



30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland Michigan by Slicker Yachts, 1982, bought new 1983. 9.2 meters (29'10"); 11-ft beam, 10,000 lb. displacement. 4-ft > draft (fin shoal keel). Yanmar 2GM engine, sea water cooled. Center cockpit, aft cabin. 6'2" headroom in salon. Forward double berth, aft double berth. Full head with sit-down shower/tub. Galley: 2-burner CNG stove with oven, ice box. Storage. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. Photos and more info at: <http://tinyurl.com/s2waterwitch>. (925) 837-9408 or (510) 521-6477. esterdotter@inbox.com.

30-FT PEARSON SLOOP, 1973. Delta. \$7,500. World class sloop. Upgraded to Volvo twin diesel, cost 10k. New bottom paint, zincs, etc. Force 10 heater. Surveyed last year at \$12,300. FIRST lucky sailor with \$7,500... (916) 217-6908 or chardonnaymoon@att.net.



29-FT ERICSON, 1970. Berthed Loch Lomond. \$12,500. Well-maintained boat, same owner 20 years, rigged and repainted. Roller foresail, good main w/ lazyjacks. Reef, furl and hoist sail from cockpit. Yanmar GM20F, 1100hrs, serviced regularly. New water and fuel tanks. Bruce and Danforth anchors. Tiller with autopilot, depth, speed, GPS. Horseshoe lifebuoy, two-man inflatable dinghy. Dry boat, sleeps five, new carpet cushions and head. Galley, power water. Electric bilge pump. VHF radio, stereo audio. Selling due to health. (415) 381-1519 or HalLien3@msn.com.

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

29-FT PEARSON TRITON, 1963. Sausalito. \$4,900. #393 is a great family boat for day sailing on the Bay and beer can races. Newish Doyle main and jib. Harken furler/traveler. (415) 823-0300.

RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com

STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net



MARINE SURVEYS - Capt. Alan Hugonet

Accredited Marine Surveyor (since 2004) • (415) 531-6172
Yacht Master (USCG 200 tons - International) • Port Engineer
Yacht Manager • Delivery Skipper • Boat Handling, Navigation
& Safety Instructor • Accepts MC & VISA



Spaulding Wooden Boat Center

Youth Boatbuilding Program • Community Sails
Boatworks since 1956 • We Specialize in Wooden Boats
Become a Member! 501(c)(3)

www.spauldingcenter.org • (415) 332-3179



30-FT OLSON, 1984. Bainbridge Island, WA. \$13,000. Very fast in light wind, very fast in heavy weather. Great family boat and racer. Easy to sail short handed. Hull #246, full complement of sails, excellent condition. (206) 201-3363 or (425) 301-6101 or rocketest@comcast.net.



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



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

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



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

29-FT CAL, 1974. Belvedere, SFYC. \$10,500. Yanmar diesel 2GM20F low hours. Sails include two spinnakers. Bottom coats MIC66. Sleeps 4-6. Many upgrades totaling over \$16,500 including new engine and fuel tank. Move forces sale. (831) 626-3961 or (415) 786-2829 or fredjsiegel@aol.com.



30-FT ALLMAND SAIL 31, 1982. Alameda. \$7,500/firm. Diesel engine has only 179 hours. Contact (916) 267-7941 or alamedafrances@gmail.com.

32 TO 35 FEET

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

32-FT RHODES TRAVELLER, 1976. San Diego. \$9,000. Double-ended cruising boat: solid thick fiberglass, but not overly heavy displacement. Cutter-rigged, single diesel. Many cruising attributes including - radar, Monitor self-steering, wood-burning heater, and offshore liferaft. Nice interior. New standing rigging in 2009. Nice, simple cruising boat that sails well, but needs a few projects completed to be cruise-ready. (310) 430-2919 or (831) 521-9082 or rollingapple702@sbcglobal.net.



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



30-FT CATALINA, 1985. Tiburon. \$26,500. Diesel, wheel. Excellent condition. Many upgrades. Engine is perfectly maintained by professional mechanic. Sails like new. Dutchman system on main. Self-tailing winches. Newer standard rigging, lifelines and line clutches. Dodger. Full boat cover. (415) 435-9469.



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

32-FT ERICSON, 1971. Bruno's Yacht Harbor, Isleton. \$17,000. Not a project boat, ready to go. Classic 70s boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel 700 hours' service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Boat is currently at Bruno's Island, Isleton. Detailed equipment list available. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$25,000. Pilothouse ketch. Long range coastal cruiser. Heated cabin. Heavy Lloyds A-1 glass hull. Lovely husky lines. Solid boat priced to sell. Perfect for San Francisco Bay and anchorages and outer coast. Needs some interior repair. Pelican Harbor slip 67, Sausalito. See details and video at website: <http://boatvideosales.com>, click on sailboats, then *Euxine*. (415) 465-1656.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardey's 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. (650) 868-0348.



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

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

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



TERRY TUPPER • INDEPENDENT MARINE SURVEYOR
NAMS Certified Marine Surveyor and SAMS SA
 All vessels inspected, full report within 48hrs
415-722-7695 • captainterrylee@gmail.com

MOBILE MARINE PUMP-OUT SERVICE
 \$25 per pump up to 40 gallons.
 Includes fresh water flush and a packet of treatment.
 20% discount for regularly scheduled service.
www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com

Jack D. Scullion
Yacht Services
jdsyachts@att.net
 (510) 919-0001

Rigging
 Electronics
 Troubleshooting
 Electrical Installations
 We Gladly Install Gear You Provide **SAILS**

NEW... Kiwi Grip Non-Skid • Non-Skid Decks by Gordie
GORDON NASH BOAT BUILDERS
Local... as in Sausalito. I have samples. Custom colors available.
gcnjr@earthlink.net • (415) 332-7269

SOVEREL 33 GRAND TOURING MODEL. 1986. Monterey, CA. \$29,900. Elliptical rudder, Yanmar diesel, racing and everyday sails, carbon fiber stiffening improvements, autopilot, folding prop, recent nonskid, rudder bearings, bottom job, survey. Ready to race or daysail. Visit: <http://Soverel33.com>. (831) 238-6961 or fitboat@aol.com.



32-Ft FUJI KETCH, 1976. Stockton. \$27,900. Beautiful and ready to sail. Strong and seaworthy. Fresh brightwork. New diesel. Fresh sails. Well equipped and nice in and out. Moving. Reluctantly selling. Photos here: <http://img689.imageshack.us/slideshow/webplayer.php?id=img09181.jpg>. Contact (916) 662-2604 or hal_mintun@yahoo.com.

33-Ft CHEOY LEE CLIPPER KETCH. 1975. Martinez, CA. \$25,000. Joaquina. Luders design, Volvo MD2030 25hp diesel, new rigging 2006, sails fair condition (main, mizzen, 2 jibs, genoa), exterior wood finished with honey teak, propane stove/range, fiberglass deck. (707) 315-1884 or pelican.freedom@yahoo.com.



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



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

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

36 TO 39 FEET

38-Ft CATALINA, 1983. Sausalito. \$46,000. M30 Universal diesel, Dutchman, new 130 Hood jib, refrigeration, radar, GPS, new tranny and fuel tank, 2 new batteries and Xantrex charger. Professionally maintained. Teak interior. Clean, fast and FUN Bay/coastal boat. Excellent condition. <http://sfbay.craigslist.org/nby/boa/3022523489.html>. (209) 304-1555 or chagen22@yahoo.com.



36-Ft J/109, 2004. Berkeley. \$169,000. Great racer/cruiser with North 3-DL racing main and jibs, 3 asyms, charter main and jib, Autohelm, B&G electronics, dodger, diesel engine, refrigeration. Excellent comfortable interior. Proven racer and great cruiser. Currently in OCSC fleet. (209) 639-5955 or notmanre@aol.com.

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

36-Ft ISLANDER, 1977. Sausalito. \$49,500. 2009 Baja vet, ready to go south again. Must see many recent upgrades. New sails, rigging, roller furling, solar panel, liferaft, EPIRB, Monitor windvane, dinghy, outboard, teak and holly floor, headliner, interior, ports and forward hatch. Yanmar diesel, Furuno radar, spinnaker pole, pressure hot water, refrigeration, depth and knot meters. See website: www.hurulu.blogspot.com. Call (415) 497-9078.

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



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

37-Ft ENDEAVOUR A-PLAN, 1979. \$29,500/obo. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kycocera 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. (831) 600-7232 or nettiemont@hotmail.com.



38-Ft AERODYNE, 2003. Tiburon. \$179,000. Ultimate performance cruising boat. Leisure Furl, electric halyard winch, seven Andersen SS winches, radar, TV/DVD, dodger, BBQ, sprit, two spinnakers, Yanmar, SSB, Pactor, diesel heat, watermaker, new Awlgrip, windlass, liferaft. Ready for Mexico. (415) 385-3600 or hspotter@aol.com.

36-Ft ISLANDER FREEPORT. Model B, 1978. Morro Bay. \$53,500. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. (559) 707-7344 or bobjenkizziar@sbcglobal.net.

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

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



38-Ft CUSTOM STEEL KETCH, 1963. Santa Barbara. \$110,000. Custom one-off classic gaff-rigged w/topsail steel ketch. Exceptional yacht built to exacting standards of Van De Voorde shipyard in Belgium. Same owner since 1976 and in perfect condition. Super dependable British Lister air-cooled diesel engine eliminates all water cooling maintenance issues. 10 mm thick keel. Safest cruising yacht possible or great liveaboard in Santa Barbara w/slip. <http://picasaweb.google.com/alexofsb/2012MenbhanAlbum?authkey=Gv1sRgCJmG6vMwPGCzG&E>. Contact (805) 709-1399 or alexofsb@gmail.com.



CAPE DORY 36 MK II CUTTER. 1985. San Diego, CA. \$63,900. *Timeless I*. Impeccable shape. \$40K recently spent on upgrades, great layout, asymmetrical, RIB on custom SS davits, new throughout, 4-108. Fresh interior, fresh bottom, P-shaft and cutlass. Norsemans, new non-skid deck, new Harken furling. Speak to Lyle. Contact (619) 602-0455 or unitvest@unitvestinc.com.



36-Ft CAL, 1966. Richmond YC \$27,900. *Holiday*. Beautiful, strong, comfortable. Major refit including complete electrical wire. Refrigerator, propane stove, cabin heater, roller furling, autopilot, radar, Westerbeke diesel, electric windlass, 2011 bottom paint, too much to list. Detailed specs photos: (916) 705-3200 or mikesrobinson@hotmail.com.

NOR'SEA 37

Designed by Lyle Hess Built by Michael Hess of Hess Marine
Big Brother to the NOR'SEA 27

Stout Offshore World Cruiser Cutter Rig Canoe Stern

NEW BUILD NOW AVAILABLE • WWW.NORSEA37.COM

TAILINGSYSTEMS, LLC

Tailing for all standard winches

www.tailinghook.com

salestailinghook@aol.com • (360) 427-9308



Get the Reliable, Powerful Wheel Pilot

Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption

831-687-0541

www.cptautopilot.com

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.
Serving the San Francisco Bay and Delta.

RSharpe@SharpeSurveying.com • (510) 337-0706



36-FT ISLANDER, 1974. Alameda. \$27,000. Diesel, roller furling, Autohelm, propane stove/oven, hot/cold pressurized water. Solid boat, motivated seller. (714) 710-9008.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$94,900. Loaded performance cruiser with Fisher-Panda generator, air conditioning, Yanmar, dodger, bimini, spinnaker, furling, chart-plotter, ST6000+ Autohelm, full instruments, refrigeration, stove, oven, electric windlass, huge aft berth/cabin, separate shower, more. Contact (805) 241-4184 or Rich.n.james@gmail.com.

40 TO 50 FEET



41-FT MORGAN OUT ISLAND, 1981. Glen Cove, Benicia. \$49,000/obo. Asking. Center cockpit, 416 ketch rig. Great coastal/ocean cruiser. Shoal draft boat designed for chartering in Caribbean. Spacious layout down-below, separate forward cabin w/head/shower and hanging locker. Ultrasuede cushions, updated lighting, Dickinson diesel heater. Refrigeration/freezer, three-burner propane stove/oven, microwave. Full walk-thru to master stateroom w/head/shower and separate cockpit entrance. Surprising amount of storage/stowage for a 41-ft vessel. Newer sailcovers and dodger. Rigid boomvang. Great Perkins 4-154 engine. Dinghy davits off transom. Amazing cruising yacht, in great condition at a bargain price. Our plans have changed, so add your custom electronics and go on the next Ha-Ha!! Call Ken. (415) 269-2971.

48-FT TAYANA CENTER COCKPIT. Cutter rigged, 1998. Mazatlan, Mexico. \$299,000. In prime condition. Ready to go. Lots of upgrades. Must see to appreciate. Located at Mazatlan Marina, Mazatlan, Mexico. Go to YachtWorld.com for specs. Call or email for more information. <http://YachtWorld.com>. (415) 332-1790 or thplusdw@aol.com.

40-FT HUNTER, 1986. South Beach, SF. \$65,000. Comfortable, fast and fun. Great liveaboard - Queen centerline berth. Yanmar diesel. 6 sails. New in 2012: Instruments, running rigging, charger/inverter, canvas covers, cockpit cushions, haulout/bottom job, teak refinished, much more. <http://h40.techuilty.com>. (650) 534-4795 or tcsmith00@gmail.com.



43-FT NAUTOR'S SWAN, 1986. Sausalito, CA, 94965, US. \$175,000. *Infinity*, Ron Holland "Grand Touring" design. Centerline queen berth, "The Ideal Two Couple Cruiser". Volvo w/890 hrs, Max-Prop, cruising inventory, liferaft, MOM module, heart inverter, new cushions. Serious only (no brokers). (415) 720-7016 or wolffjames76@yahoo.com.



41-FT ISLANDER FREEPORT, 1978. Oyster Point Marina, South San Francisco. \$55,000. Spacious and comfortable cruiser. Live-aboard option. Close to mass transit. Solar panels. Honda 2000 generator. Many extras. (408) 674-5533.

42-FT TEAK GARDEN PORPOISE. Ketch, 1967. Northwest Coast. \$60,000. Strong, beautiful, classic construction, Hong Kong 1967. Hull deck inside teak on Ipe. Silicon-bronzed fasteners. Good condition, no rot. Fully equipped for singlehand, back from Hawaii, sold complete. <http://svdiogenes.com>. (360) 758-4299 or patrickguyot@hotmail.fr.



50-FT FD-12, 1981. Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilothouse. 2 staterooms fwd and master stateroom aft w/berths for 5-6 and great fore/aft privacy. Reduced price. See website for details: www.svdaydreamer.com.

40-FT CONCORDIA YAWL, 1956. Lopez Island, WA. \$115,000. Built in Germany. Continually upgraded yet retaining her original timeless design. Professionally maintained to the highest order by the same owner for the past 31 years. (360) 468-4222 or 46Kodama@gmail.com.



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



46-FT MORGAN 462, 1981. Vallejo Marina. \$137,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmsser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&t>. (707) 334-3670 or baryb@aol.com.



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

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



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



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, 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=ckZHXeAMec. Contact amjohn@sbcglobal.net or (530) 318-0730.



45-FT GARDEN YAWL. One-off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.

40-FT CUTTER, 1990. Bay Point. \$15,000/obo. Steel cutter. 40' L. 13' beam, full keel (cutaway forefoot). Sails OK. 38hp Perkins. 6' headroom. Needs paint job. Contact (650) 704-3631 or hans@pearlonthebay.com.



OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 544,000 miles and 69 years of experience. www.mahina.com • (360) 378-6131

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT

Perfect for beginners and those seeking to balance strenuous activity with gentle stretching, rest and recovery. Small group classes Tues/Thurs and private sessions. (415) 785-4530, (510) 333-8846, www.bowyoga.com.

Bow Yoga

Pearl Cruises • Steel 59-ft Catamaran

Dinner/party cruises. New bar deck/dinner deck/utility bathrooms/galley deck. 2 Volvo MD. USCG inspected.

www.pearlonthebay.com • Hans (650) 704-3631

Rebuild your classic wooden yacht ...with fast and efficient crew in Thailand. Burmese teak for decks and other hardwood for structural work and interior.

Contact shipwright and project manager **J. Harrack: phuketmarine34@gmail.com**





45-FT ISLAND PACKET IP440, 2007. Marina Village, Alameda. \$370,000. Reduced.. "Like new". Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar with 335 hours, 260 water, 160 fuel. Furuno NavNet 3D multifunction display at helm and nav station. Sirius weather. Simrad autopilot at helm with remote. Icom 604 VHF at nav station, Icom at helm with hailer. Muir Cheetah windlass controls at helm and bow, Delta on 400' chain rode. Radar arch with dinghy lift. Outboard engine hoist. Stainless stern rails gate to gate. Lewmar electric winches. K/VH TracVision satellite TV, satellite stereo. CD/DVD, flat screens in main salon/forward berth. Many more features, options. All records, documents. Easy to singlehand. You will not be disappointed. (602) 509-3728 or (602) 885-1326 or lsmith@khov.com.



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



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

48-FT BENETEAU 47.7, 2003. Sausalito, CA. \$275,000. Bruce Farr design with tall mast and deep keel performance hull. 3 staterooms 2 heads, 1 electric. 75hp turbo Yanmar with 230 hrs. 3-blade feathering prop. Bow thruster. Electric mainsail winch. Dutchman mainsail furling and Furlex headsail furling. Furuno radar on self-leveling Questus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500 watt inverter with Prosine Advanced Digital Control. ProMariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.



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



44-FT FARR, 2007. Newport Beach. \$315,000. Rare Opportunity! *Tabu* is for sale. Cold molded beauty, ready for Tahiti or Pacific Cup. All the stick shakin' stuff needed for relaxing or racing. Explore our website for pictures and info. www.tabu44.webs.com. (949) 307-7182 or 44tabu@gmail.com.



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



40-FT LADY HELMSMAN, 1979. Berkeley. \$35,000. Sleek, fast, comfortable yacht. Large cockpit, V-berth, quarterberths, Volvo diesel, standing rigging 2006, sails 2010: Dutchman flaking, 3 reefs; roller-furling genoa (Schaefer), spinaker. Stove with oven, marine head, VHF, chartplotter, tiller/pilot, more. (510) 816 0605 or petervanderloo@hotmail.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeneye53@yahoo.com or (805) 459-1909.

51 FEET & OVER



73-FT AMERICA'S CUP SLOOP, 1992. Sausalito. \$318,000. Carbon composite hull, rigged for cruising, galley, 100hp Volvo diesel, Harken mainsail track, furler, aluminum spar, radar, VHF, solar, wind turbine, inverter, 2 jibs, 2 used mainsails, built by USSR. Fast and unique. Sale or lease. (206) 715-8423 or (707) 895-3276 or tyone@rocketmail.com.



51-FT ALEUTIAN, 1977. Ventura, CA. \$129,000. Center cockpit pilothouse ketch, featuring an aft cockpit with transom door and teak swimstep. Stan Huntingford design, eleven built. Three staterooms, wet bar. Stand up engine room/shop. Will consider partial trade. (707) 815-5111 or jghague@yahoo.com.



52-FT IRWIN, 1984. Puerto Vallarta, Mexico. Gorgeous Irwin 52 ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. (530) 342-1665 or freya52@live.com.

CLASSIC BOATS



42-FT MURRAY PETERSON. Coaster 3 Schooner, 1978. Berkeley. \$20,000/offers and trades welcome. Need a starter schooner?? *Bright Star* is a 42-ft gaff rigged beauty that turns heads on the Bay. Classic Murray Peterson Coaster 3 design, 1" x 1" Port Orford cedar hull planks, crown and curve, Monel fasteners, fiberglass sheath, all mahogany interior, Furuno radar, 25hp Universal diesel, Pineapple sails, much more. She is overbuilt and would easily take you cruising offshore or along the coast. schoonerbrightstar@gmail.com.



45-FT SPARKMAN & STEPHENS. 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina-built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop. Contact jmcnish@earthlink.net or (510) 846-4178.



★ ★ ★ ★ ★
STARPATH® in Navigation and Weather
 www.starpath.com 800-955-8328

EMERGENCY MEDICAL TRANSPORT

Peace of mind rescue from medical emergencies.

How would you pay for emergency ground or air transport?

800.303.1194 (access code 27) • EMT@rescueus.info • www.rescueus.info



Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep

(510) 535-1954 • www.afterguard.net

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior

Repairs / Maintenance • Marine Windows & Frame Replacement

Wood & Dry Rot Repairs • Varnish Work • Marine Painting

Reasonable Rates • (415) 453-2231 • References Available



*A Sailor's
Consignment
Chandlery*

NEW & USED BOAT GEAR
Open Tues.-Sat. 10 to 5 p.m.

510-769-4858
Located at Grand Marina

www.bluepelicanmarine.com

Official
Sponsor
2012
BAJA
HA-HA



SLIDING PIVOT SUPPORTS
Solar panel rail mounts,
pivoting, adjustable slides.



TEAK SEAT
Collapsible, fits straight rail
or in corner,
swing-down support leg.



**COCKPIT
TABLE
MOUNTING
HARDWARE
KIT**
Lightweight, anodized
aluminum, adjustable,
collapsible, easily removable.
Extra base plate to use the
table in both cockpit and
salon. Tabletop available in
StarBoard, teak or make
your own. Solar mounting
hardware available, too.

HOTWIRE ENTERPRISES
www.svhotwire.com



Phone/Fax 727-943-0424
email: hotwiregam@aol.com

California Professional Divers Association

Is your hull cleaner a member? If not, he should be

CPDA members are the only divers in California trained and certified in the use of state-recognized In-water Hull Cleaning Best Management Practices. These BMPs are designed to minimize the diver's impact on the environment and maximize your expensive anti fouling paint's lifespan and performance.

Visit our web site to find a conscientious, professional hull cleaner near you.

www.prodivers.org
(619) 600-0444 info@prodivers.org



Mathiesen Marine

For all of your electronics and electrical needs

*Sales & Installation of all major brands
of marine electronics*



GARMIN

AUTHORIZED INSTALLER

Corrosion issues, Inverters, Battery Banks

Visit our showroom located at
3300 Powell Street, Emeryville

(510) 350-6622 www.MathiesenMarine.com



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



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



73-Ft CHESAPEAKE BUG EYE KETCH. Pillar Point Harbor. \$30,000/obo. Beautiful classic. All clear fir. 73' LOA, 50' LOD. Call or see her web page for more info. www.sunstarsail.com. (530) 467-3173 or sunstarsail@yahoo.com.



COLLECTABLE KETCH, \$5,500. A beautiful timber ketch, designed by John Hanna. 28 feet on deck, with ratlines, whisker shrouds, a dolphin stay, wood blocks, four racks of belaying pins, fir masts and spars. 2-cylinder Volvo Penta diesel. Contact (707) 738-1405 or laird@ljdurham.com.

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

MULTIHULLS



23-Ft DICK NEWICK TREMOLINO. Trimaran, 1980. \$8,000/firm. Good condition, 2hp Honda, 4 sails. 2 small berths. Photo of sistership. (510) 769-8257.

48-Ft LOOPING, 2004. Loreto, Sea of Cortez, Mexico. \$450,000. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Details on website: tour us on YouTube: Uj33dCr9FnY. <http://neosforsale.com>. (916) 622-9348 or lloyds@jps.net.



SEARUNNER 40, 1979. Seattle, WA \$69,500. Performance bluewater cruising trimaran. Located near San Juan Islands. 41x24, two spacious cabins, sleeps six. Top quality, mint condition, complete suit of sails, 30hp diesel. Fast, stable, unsinkable, fully equipped, offshore ready. More at <http://searunner40seafire.wordpress.com>. (360) 756-5004.

MULTIHULL YACHT DESIGNER • MARINE SURVEYOR

John R. Marples, CMS • Certified, National Association of Marine Surveyors
Multihull Design Specialist • Pleasure and Commercial
Design office for Jim Brown Searunner, Seaclipper & Constant Camber Multihulls
www.searunner.com • (707) 343-1378 • marplesmarine@comcast.net

MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.
(415) 332-0455

POWER & HOUSEBOATS



47-FT C&L SEA RANGER. Pilothouse trawler, 1980. San Diego, Harbor Island. \$94,500. Fiberglass twin Ford Lehman's just refit, new appliances, paint, fresh survey and bottom with thru-hulls. NICE boat! All specs and pictures view site. www.searanger47.com. (480) 948-7053 or kstrecker50@gmail.com.



40-FT CRUISER YACHT, 2005. Pier 39 Marina, San Francisco, CA. \$225,000*. Beautiful yacht! Low 220 hours on each diesel Volvo Penta 370h engine. 45' liveboard slip on F dock available also. It is on the east, shore side \$45,000. *If purchased together, boat, slip and liveboard for \$245K (\$205K + \$40K). www.facebook.com/CruisersYachtExcalibur?ref=tn_tnmn. Contact babemcc@gmail.com or (916) 995-6986.

41-FT ROUGHWATER, 1982. San Diego. \$75,000. All fiberglass pilothouse trawler, beautiful wood interior. 250-watt solar panels, portable generator, 250 gallons diesel, 150 gallons water, 8 knot cruise at 3 gph. 8-ft inflatable dinghy. Traditional sturdy Ed Monk-designed cruiser. jdjarle@hotmail.com.

PARTNERSHIPS

SOUTH BEACH HARBOR. San Francisco. Includes boat (yours or mine?), slip, parking, and large storage shed in Pier 40. Avoid 10+ year waiting list. Looking for long term equity partner, as I'm spending increasing time overseas. All information at: <http://southbeachharborpartnership.blogspot.com>.



52-FT IRWIN, 1984. Puerto Vallarta, Mexico. Gorgeous Irwin 52 ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. (530) 342-1665 or freya52@live.com.

CATALINA 42 PARTNERSHIP. For sale. San Carlos, Mexico. Catalina 42 partnership available for fun and adventure in Mexico's Sea of Cortez and Pacific Coast. Cruise-ready in immaculate condition with extensive gear to make your cruising comfortable and safe. sailingduo@hotmail.com.

NON-EQUITY PARTNERSHIP. In a Passport 40 sailboat. Harbor Island San Diego. \$600. Non-equity partnership in a 1988 Passport 40 two-cabin cruiser. One calendar week per month for \$600 or two weeks for \$1,000. Conveniently moored at end of Harbor Island and well maintained. Great way to dip your toes into boat ownership or simply scratch that sailing itch. Prefer a 1-year commitment from an experienced sailor. Dinghy and kayaks included. Contact Mike with sailing resume and any questions. (619) 548-0479 or kersuet@msn.com.

SAILBOAT PARTNERSHIP AVAILABLE. Marshall, CA. \$4,000. 26-ft Laguna 1984, trailerable w/trailer and mooring on Tomales Bay. Fixed keel, 3 1/2' draft, roller jib, double reefing on main, inboard diesel runs great, propane, Porta-Potti, sleeps 4. Equal usage. No tow vehicle, I use rental pickups. I hope to split the season between Tomales and SF Bays. Perhaps vacations elsewhere. Contact Albert (707) 861-3350 or albertba@earthlink.net.



CATALINA 30 SAILBOAT SHARE. Sausalito. \$300/month. Docked in the best Marina in the Bay, w/free parking just steps to boat, 5 minutes to Bay sailing. Many upgrades: preferable inboard diesel/wheel/newer performance mast/spars, furling, MaxProp, spinnaker, cushions. Share \$300 month for 6 days a month. Contact (415) 332-5442 or Leeloves2sail@hotmail.com.

SEEK PARTNERS: OPEN 30 SAILBOAT. Sausalito. \$8k minimum. Ultrafast racer, safe daysailer. Santa Cruz Yachts-built. Offshore rated. Water ballast. Extensive racing/safety gear. Liferaft. Yanmar diesel. Huge cockpit, great daysailer. Recent survey, \$200k replacement value. Schedule open. Pac Cup ok. Contact bay2375@yahoo.com.

1984 CATALINA 30. Marina Village, Alameda. \$5,000. Original owner seeks 2 responsible partners for 1/3 partnership each. Main/jib, mast/rigging all less than 5 years old. Harken roller furling jib, Universal Atomic 3-cylinder diesel. Estimated \$25k value. (415) 420-1487 or aztec26@verizon.net.

WANTED

TWO CHARTER BOATS. Sausalito. Modern Sailing has a need for two charter boats here in Sausalito. Clean, sharp boats earn good revenue. More at www.modernsailing.com. Call Jack (415) 331-8250 or email jack@modernsailing.com.

GEAR

BAJA AWNING FOR 30-FT SAILBOAT. Alameda. \$750. New Baja awning from Pacific Canvas. Used twice and only in dock. Cost \$1,500, will sell for \$750. Grey. Extra aluminum pole plus removable side curtains. Stows easily. Perfect for cruisers. Contact (209) 988-6107 or bill911s@yahoo.com.

NEW GEAR NEVER USED. East Bay. 2008 6-person Viking Liferaft 6UKSL canister and rail mount incl. Needs recert; \$2,000. 3-band Riffe Island speargun with spares and case; \$600. Sea Breathe 2-person unit Mod 230-d with hoses, regulators and compressor unit, factory packaged with spares; \$1,400. Seaside Marine offshore medical kit; \$500. Motorola 9505A Iridium phone with data kit. Used twice; \$1,000. Selden bowsprit and deck ring; used \$300. (925) 461-1822.

OLSON 30 RACE GEAR. San Jose, CA. \$6,300. High end race gear from a winning Olson! A. 7/28/2003 North Code 2S AirX600 .5 spinnaker; \$1,200 (\$2,488 new). B. 10/7/2003 North 3DL 600 mainsail; \$1,700 (\$3,442 new). C. 4/15/2003 3DL 600 S medium #1 155%; \$1,650 (\$3,294 new). D. 1996 Sobstad polyester 6611 spinnaker; \$650 E. carbon fiber boom-\$1,200 (\$2,400 new, Ballenger). All this gear is in excellent condition and ready to go racing on your Olson! Email mtown@att.net.

74-FT MAST. Designed for catamaran Best offer. (415) 269-5165.

LEWMAR WINCHES LIKE NEW. Lafayette. \$2,750 for three. Two 56CST \$1,200 each, one 43CST \$650, or all three \$2,750. Winches have been restored to like-new condition. Drums have been rechromed to original high lustre. <http://sfbay.craigslist.org/eby/boa/3015795639.html>. (925) 945-8556 or stevehunt1@comcast.net.

WESTERBEKE DIESEL 63D. Peninsula. \$11,900. New 63hp diesel with admiralty control panel, 70 degree exhaust pipe and 185 amp alternator, \$11,900. Monitor wind vane \$2,200. 1.5 inch Sealand head hose 30 plus feet \$60. Text to (408) 373-2231. Email hcchristina40@gmail.com.

MISCELLANEOUS

DAHON MARINER. Foldable bicycle. Martinez. \$675. 7-speed, 20", Dimension Edge gas assist motor, powder coated frame, stainless steel, rust proof, life time warranty, easily folds to store, extra engine available. Call for details. Like-new condition. (925) 228-2852.

MARITIME DAY. 300 Napa Street, Sausalito. Galilee Harbor 32nd Anniversary, Saturday, August 4. Flea market, food, music, boat raffle. For info call Galilee Harbor or go to our website at www.galileeharbor.org or call (415) 332-8554.

CLUBS & MEMBERSHIPS

SKIPPERS WANTED. Alameda. Single boat owner and need crew? We have crew to help sail your boat. Membership includes PICYA, daysailing, events. Meetings 2nd Thursday each month, Ballena Bay Yacht Club. Social 6:30pm; Meeting 7:30pm. Guests welcome. More info at www.singlesailors.org or call (510) 239-7245.

PENINSULA YACHT CLUB. Annual Flea Market. Redwood City. Come hunt for treasure or sell yours! 1536 Maple St, Redwood City, June 16th from 8AM to 3PM. Vendor spaces are only \$15. Contact Karen to reserve or for questions at karenelizabethhuff@gmail.com or (510) 406-1477.

NON-PROFIT

WIND 'N SEA SAILING CLUB. Membership openings for novice to experienced sailors. Membership includes sailing aboard our 35-foot ketch, training, social events, and local and discounted exotic foreign cruises. Meetings held the 1st Tuesday in East Bay area. More at www.windnsea.org. (925) 837-3381 or information@windnsea.org.

SOUTH OF THE BORDER



PLAN YOUR MEXICO GETAWAY NOW at the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks and great fishing. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. To reserve, call Dona de Mallorca. (415) 599-5012. See details at website. www.puntamitabeachfrontcondos.com.

PROPERTY SALE/RENT



FOR SALE: TOWN-HOME. On SF Ballena Bay. Alameda. \$1,600,000. Includes 50ft dock, 4 bdrm/3bth, 3200 sq.ft. wrap-around deck with 180 degree water view, remodeled Nantucket style, close to harbor, yacht club and restaurants. www.512tideway.com. (510) 523-8999 or david@arg-i.com.



CONDO WITH DOCK. San Rafael. \$449,000. Clean condo in small development with docks just steps away. Get out on the Bay by just walking out the door! 2 Br, 2.5 bath, roomy garage, clean, clean, clean. Porto Bello condos, right next to Marin Yacht Club, easy access to Bay. Can take boats up to 40-ft plus. Low, low dock fees. Always wanted to go sailing often? This condo is for you! (415) 215-2639 or jmdonley@mac.com.

got zinc?

boat bottom scrubbing & more...

zinc replacements • propeller changes
thru-hull inspection & replacement

415.331.SAIL www.gotzinc.com william@gotzinc.com

New and
Used
Sails.



Specializing
in Sail Repair
and Service.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501
Dominic Marchal • (510) 239-5050
www.marchalsailmakers.com

Give Dad the gift of *Latitude 38* Logowear
Father's Day is June 17, so please order by June 11.



visit: www.latitude38.com

Latitude 38 Logowear • 15 Locust Ave., Mill Valley, CA 94941



MARINE BATTERIES



Available at the following local marine
chandleries and service distributors:

ALAMEDA

The Boatyard at Grand Marina
Star Marine
Svendsen's Chandlery

BENICIA

Cruising Seas Services

EMERYVILLE

Mathiesen Marine

MARTINEZ

Martinez Bait & Tackle
OAKLAND
Outboard Motor Shop

OAKLEY

Big Break Marina

RICHMOND

Swedish Marine
Bay Marine

AMERICAN BATTERY • Hayward, CA • (510) 259-1150



BAY AREA HIDEAWAY. Mill Valley, CA. Large 1 bdrm apartment w/queen bed. 2 blocks from downtown Mill Valley. Close to the Bay, beaches and hiking. Upper unit, 2 decks, one above a creek, the other beneath the redwoods. Well equipped AEK with dishwasher, full bath. Covered parking, washer/dryer on premises. Hi-speed Wi-Fi, cable, DVD. \$120 a night, 2 night minimum. No smoking, no pets. www.airbnb.com/rooms/160781. (415) 225-0442 or franicowan@yahoo.com.



VACATION BY THE BAY. Tiburon, CA. Tiburon condo, 2 bdrms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Community pool, high-speed Wi-Fi, washer/dryer. \$599/week or \$350 for 3 nights, + deposit. Available anytime with 2 weeks advance notice, available for Americas Cup. Quick, easy commute to SF waterfront. Inquire about longer-term lease. www.digsville.com/listing_photos.asp?id=34. Contact (415) 383-8200 ext.103 or chris@latitude38.com.

BERTHS & SLIPS

PIER 39 BOAT SLIP FOR SALE. Pier 39 Marina F-17. \$49,900. 50' slip for sale. Great views of the Bay. Get ready for the Cup. Possible terms. Contact Ted. (707) 396-1136 or teddier@sbcglobal.net.

50-Ft PRIME SLIP PIER 39, SF. \$50,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. (559) 355-6572 or scorch@tempest-edge.com.

50-Ft COMMERCIAL SLIP PIER 39. San Francisco. \$55,000. Newly constructed J-Dock, slip-6, west side with views of Golden Gate Bridge, Angel Island, and Alcatraz Island. Special rates for owners at Pier 39 parking garage. Sublease until 2034, contact James. (650) 520-4607 or vyandyke100@yahoo.com.

40' END TIE IN SAN DIEGO. North County. Sub-lease up to two (2) years. Excellent for a catamaran. Beautiful location. Easy ocean access. Close to showers and parking. Protected from surge, currents and wind. Contact Marion. 40endtie@gmail.com.

36' SLIP FOR RENT, PIER 39 SF. \$340/month. Slip is 36'x13' and located on C dock. The slip is well protected from the prevailing summer blusteries. Occasional overnighting is permitted. Includes access to all marina amenities. (650) 948-7932 or anaid_tecuod@yahoo.com.

32-FT BOATS ONLY \$110/MONTH. Oakland. for the first 6 months at Oakland Yacht Club. Come join the fun!! Be a member with no initiation fee. Call for details. (510) 522-6868.

SLIP FOR LEASE PIER 39 - G16. Waterfront mid-dock slip for sale or lease. (831) 345-5732 or porisek@hotmail.com.

60' SLIP FOR SUBLET. Alameda (Fortmans). \$350 month. 60' x 18' slip available for June and July only. Sorry, no liveboards. Also subject to harbor master approval. Includes water and 30/50 Amp power. This price is \$211 below market. Ample secure parking. Located in Alameda between Grand Marina, Encinal and Oakland Yacht Clubs. Alameda Yacht Club on site. Close to West Marine and shopping/restaurants. Contact (510) 508-8235 or mmcphersn@earthlink.net.

JOB OPPORTUNITIES

SAILING INSTRUCTORS. Sausalito. Sailing instructors for Modern Sailing in Sausalito. USCG license required. Starts \$22-24/hour. Call Jack or email: (415) 331-8250 or jack@modernsailing.com.

SAILING SCHOOL ADMINISTRATOR. Modern Sailing in Sausalito needs a full time person in our office in Sausalito. The right person would have knowledge of sailing and good communications skills. \$15/hr to start. For more information: mollie@modernsailing.com.

MARINA MAINTENANCE. Boat Operator. Pier 39 Marina, SF. Seasonal marina maintenance employment for candidate with workboat/small boat operator experience. Fun busy location and great team. To apply go to: <http://sfbay.craigslist.org/sfc/lab/3006242683.html>.

SAILING INSTRUCTORS NEEDED. Port of Redwood City Marina. Join the group of dedicated professional sailing instructors at Spinnaker Sailing in Redwood City. Part time positions, flexible schedule, mid-week and weekends, call or email Rich or Bob. <http://spinnakersailing.com> (650) 363-1390 or rich@spinnakersailing.com.

MARINE TECHNICIAN. Hirschfeld Yacht is a Bay Area leader in the sales, repair, service, installation, and customization of marine diesel engines and generators. We are looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Experience with gas and diesel engines ranging from 10-300hp, inboards and outboards. Must have a California driver's license and car/truck. Must have own tools and mobile tool kit/bag. Preferred qualifications: ABYC Certifications, manufacturer specific certifications, gas/diesel technology certifications, electrical certifications. For more information and to apply, email: hycbetawest@gmail.com.

OFFICE MANAGER. South Beach Riggers in Sausalito is seeking a pleasant, friendly Office Manager to join our team. Besides knowing Word, Excel, and email, be proficient in Quickbooks (one year of experience preferred). Duties include updating schedules, ordering supplies and maintaining customer and vendor files. A passion for details and organization are "must-haves". If interested, please call Deb (415) 331-3400 or email resume to: southbeachriggers@gmail.com.

SAIL A NEW BOAT THIS SUMMER!

MEXICO-READY



50' VALIANT, 2001
Ocean proven, ocean equipped world cruiser with impeccable credentials. An extraordinary yacht ready for your inspection. \$535,000

REDUCED!



57' ALDEN YAWL, 1931
Own a Master Mariners treasure. \$249,000



55' HALLMAN SLOOP, '82
Fast, strong. Custom high grade construction. \$165,000

36' ISLANDER, '76 Great value for West Coast 'Plastic Classic'... 2 from \$30,000
35' SANTANA, '84 New Listing.....Make offer \$19,500
30' SANTANA, '76.....Make offer \$19,500

NEW ERA yachts
POWER & SAIL

2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
 sales@newerayachts.com • daboatman@sbcglobal.net
(510) 523-5988 • www.newerayachts.com

THINK BIG! It's a BIG ocean



LAGOON 500
PHOTO: NICOLAS CLARIS

CATAMARAN ACCESS



www.catamaranaccess.com
 (510) 469-3330 • (408) 828-7299

ADVERTISERS' INDEX

AB Marine..... 50	BoatU.S. Insurance..... 98	e Marine Systems..... 136	Heritage Yacht Sales..... 153	Makela Boatworks..... 138
Aeolian Yacht Club..... 51	Boat Yard at Grand Marina, The..... 8	Easom Rigging..... 57	Hirschfeld Yachts..... 22	Marchal Sailmakers..... 148
Almar Marinas..... 41	Boome, Chris, Insurance... 56	Emery Cove Yacht Harbor..... 45	Hogin Sails..... 10	Marina Bay Yacht Harbor..... 33
Alpenglow Marine Lights..... 137	BottomSiders..... 109	Emeryville Marina..... 105	Hood Sails..... 15	Marina de La Paz..... 136
American Battery..... 148	Brisbane Marina..... 47	Encinal Yacht Club..... 31	Hotwire Enterprises..... 146	Marina El Cid..... 134
Aqua Marine..... 45	BVI Yacht Charters..... 121	Equipment Parts Sales..... 109	Hydrovane..... 53	Marina Village..... 42
Bacon Sails & Marine Supplies..... 45	California Professional Divers Association..... 146	Essex Credit Corp..... 24	Iverson's Design..... 59	Marine Lube..... 134
Baja Ha-Ha Sponsors..... 87, 88, 89	Catamaran Access..... 149	Farallone Yacht Sales..... 9	JK3 Nautical Enterprises..... 37	Marine Outboard Company..... 26
Ballenger Spars..... 99	City Yachts..... 11	Flying Cloud Yachts..... 151	Kissinger Canvas..... 139	Mariner's General Insurance..... 85
Barz Optics..... 61	Clipper Yacht Harbor..... 6	Fortman Marina..... 109	KKMI - Brokerage..... 153	Maritime Institute..... 47
Bay Marine Boatworks..... 39	Club Nautique..... 28	Gentry's Kona Marina... 114	KKMI - Boatyard..... 156	Marotta Yachts..... 154
Bay Marine Diesel..... 138	Cover Craft..... 55	Gianola Canvas Products..... 152	Kona Kai Marina..... 84	Mast Mate..... 134
Berkeley Marina..... 99	Coyote Point Marina..... 55	gotzinc.com..... 148	Landfall Navigation..... 104	Mathiesen Marine..... 146
Berkeley Marine Center.... 27	Cruising Yachts..... 7	Grand Marina..... 2	Larry R. Mayne Yacht & Ship Broker..... 48	Mazatlan Marine Center/ La Paz Yachts..... 49
Beta Marine West..... 22	CYOA Yacht Charters..... 120	Hansen Rigging..... 81	Lee Sails..... 122	McDermott Costa Insurance..... 61
Blue Pelican..... 146	Defender Industries..... 55	Harbor Island West Marina..... 86	Leopard Catamarans..... 17	McGinnis Insurance..... 105
Blue Water Yacht Insurance..... 52	Department of Boating & Waterways..... 29	Helmut's Marine Service..... 122	Lewmar Marine..... 46	Melges Boat Works..... 43
BoatU.S..... 81	DeWitt Studio..... 116	Heritage Marine Insurance..... 115	Lifeline Batteries..... 60	
	Downwind Marine..... 84		List Marine Enterprises..... 60	
			Loch Lomond Marina..... 94	

CONTINUED

A Rare Opportunity...

**TABU IS AVAILABLE
FOR PURCHASE**



~ 2007 Farr 44 Performance Cruiser
 ~ Built by Offshore Sailors Richard and Sheri Crowe
 ~ "She runs with the fast crowd
 but slow dances on a cruise."
 ~ Available in Newport Beach, CA
 ~ Absolutely Bristol Condition!
 ~ Asking \$315,000

949 307-7182
www.tabu44.webs.com
44tabu@gmail.com

ADVERTISERS' INDEX – cont'd

Minney's Yacht Surplus ... 138	Pacific Rigging 99	Scandia Marine 44	Twin Rivers Marine Insurance 108	West Marine 14, 16, 18
Modern Sailing School & Club 25	Park Presidio Marine 139	Schoonmaker Point Marina 34	Uli Boards 138	West Marine - Rigging 58
Multihull Company, The .. 152	Passage Yachts 5	Seashine 61	Vallejo Marina 53	Westwind Precision Details 35
Napa Valley Marina 108	Pettit Paint 19	Seatech 139	Ventura Harbor Boatyard 81	Whale Point Marine Supply 32
New England Ropes 54	Pineapple Sails 3	Second Wind Sales 57	Washkowitz, Jared A., Maritime Law Offices ... 134	White, Chris Designs 122
New Era Yachts 149	Punta Mita Beachfront Condos 122	South Beach Harbor 38	weatherguy.com 122	Wichard, Inc. 36
Norpac Yachts 155	Quickline 59	South Beach Riggers 35	Wedlock, Ramsay & Whiting Marine Surveyors 109	Wiest, Michael, Yacht Sales 152
North Beach Marine Canvas 35	Raiatea Carenage Services 135	Southbound Solar 57	West Coast Mulihulls 151	Windtoys 117
North Direct Sails 51	Ramp, The 136	Spectra Watermakers 139		Yachtfinders/Windseekers 49, 151
North Sails 23	Richardson Bay Marina 95	Starbuck Canvas 109		
Oakland Yacht Club 47	Ronstan Marine, Inc. 20	Start Line Strategies 114		
Opequimar Marine Center 137	Ryan's Marine 137	Stem to Stern 114		
Orange Coast College 53	Sail California 12, 13	Sterling Associates 115		
Outboard Motor Shop 105	Sail Warehouse, The 95	Sunsail Charters 123		
Owl Harbor Marina 80	Sailrite Kits 30	Svendsen's Boat Works 21		
Oyster Cove Marina 59	Sal's Inflatable Services 49	Swedish Marine 95		
Pacific Crest Canvas 40	San Francisco Boat Works 51	Swi-Tec America 136		
Pacific Offshore Rigging 139	San Juan Sailing 120	'Tabu' For Sale 150		
		TMM Yacht Charters 121		
		Trident Funding 4		

Remember to tell 'em Latitude sent you!





Flying Cloud Yachts



Sail • BROKERS • Power

6400 Marina Drive
Long Beach, CA 90803

www.flyingcloud.net
flyingcloud@verizon.net

Phone (562) 594-9716
Fax (562) 594-0710



33' HANS CHRISTIAN, '83 \$125,000



43' TASWELL CUTTER, '89 \$209,000



46' SWAN, '84 \$229,000



40' BENETEAU, '08 \$185,000



36' CATALINA, '86 ~~\$39,500~~ \$29,000



34' TUN HWA DIANA, '83 \$39,000



40.5' HUNTER LEGEND, '97 \$129,000



34' PACIFIC SEACRAFT, '88 \$99,500



30' HUNTER, '94 \$34,500



42' HUNTER PASSAGE, '92 \$110,000



CATALINA 380, '98 \$117,500



37' CF CHOATE, '78 ~~\$39,900~~ \$34,900

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloud.net

Yachtfinders/Windseakers in the heart of San Diego's boating community

HYLAS 54 RAISED SALON, 2003

ASKING
\$635,000



Southern Star is an excellent opportunity to purchase an exceptionally well maintained and equipped three-stateroom Hylas 54 Raised Salon.



She has a very extensive inventory for offshore cruising and has very low machinery hours. The current price reflects her seller's recent \$30,000 reduction.

2330 Shelter Island Dr. # 207, San Diego, CA 92106
info@yachtfinders.biz • www.yachtfinders.biz
(619) 224-2349 • Toll Free (866) 341-6189

WEST COAST MULTIHULLS

Late Model Multihulls!



50' CUSTOM ERIK LEROUGE, 2005
\$895,000



44' LAGOON 440, 2004
NOW \$469,000



40' FUSION, 2012
\$499,000



SEAWIND 1160, 2006
\$429,999



32' TOMCAT 9.7, 2007
\$169,000



24' CORSAIR SPRINT 750
3 from \$45,000

WCM ~ Your source for "Everything Multihull"

Sales/Brokerage: www.westcoastmultihulls.com
Charters/Sailing School: www.charter-catamaran.com
San Diego, CA • 888-820-4053



THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE

www.multihullcompany.com

Let the world's largest international catamaran and trimaran brokerage, The Multihull Company, assist you with the purchase or sale of a multihull anywhere in the world.

The Multihull Company offers several distinct differences, from its pioneering buyer/broker program developed by founder Phillip Berman, himself a World Champion catamaran racer and author, to its international print advertisements that reach just the right buyers and sellers of catamarans, to its monthly newsletters that actually help readers understand the market, the latest trends in sailing, and even tackle the recent controversies about electric engines, helm station placement, daggerboards versus keels, etc., to our powerful online presence and social media know-how and U.S. and European boat show participation.

Visit us at www.multihullcompany.com and see why The Multihull Company is truly the choice for sailors around the world. We offer even the casual browser the means to understand the market with expert videos, articles and an extensive selection of catamarans and trimarans listed for sale.

FEATURED WEST COAST LISTINGS



50' CATANA, 2008
Washington
€700,000



38' LEOPARD M3800, 2001
California
\$219,000



50' CONTOUR, 2004
Hawaii
\$335,000



48' LOOPING, 2004
Sea of Cortez, Mexico
\$450,000



53' CATANA, 1994
Newport Beach, CA
\$449,000



58' PROFILE, 1988
British Columbia
\$525,000

SAN FRANCISCO SEATTLE FT. LAUDERDALE CHARLESTON FRANCE TURKEY TRINIDAD TORTOLA ST. MARTIN KOREA

Office Phone: 215-508-2704 West Coast Office: 206-297-1151 email: info@multihullcompany.com

Michael Wiest Yacht Sales

QUALITY PRE-OWNED SAILBOATS



44' ALDEN Mk1 CUTTER, 1990 • \$249,000
Wonderful cruising yacht. Owners ready to move.



49' BENETEAU, 2007 • \$359,000
Genset, heat/AC, bow thruster, loaded.



48' TAYANA CC CUTTER, 2006 • \$399,000
Genset, heat/AC, watermaker, ready to cruise!



40' CALIBER LRC CUTTER, 1997 • \$199,000
2 strms, 2 heads, clean, lightly used yacht.



37' PACIFIC SEACRAFT CTR, 2000 • \$197,000
Nice cruising yacht, newest one on the market!



46' BENETEAU 461, 1998 • \$149,000
2 staterooms, watermaker, owners motivated.

www.mwiest.com

(510) 601-5010 • Emeryville, CA

Custom Canvas & Interiors



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



265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339

www.gianolacanvas.com



Maritime Yacht Brokerage

New Listing Manager
Terri Watson
terri@kkmi.com

(510) 236-6633 • fax: (510) 231-2355 • yachtsales@kkmi.com • www.kkmi.com/yacht-sales
530 W. Cutting Blvd., Pt. Richmond, CA 94804

Actively seeking new listings – call us today!



HYLAS 46 (2002)

Powerful, go-fast cruising yacht for sailors with ambitious plans for comfortable offshore sailing. Set up for short-handed sailing, fully equipped with essentially every option. Meticulously maintained. **\$398,000**



BURGER 72 PILOTHOUSE YACHT (1964)

Combine classic elegance with a long-term USCG Certificate of Inspection (COI) for an extraordinary business opportunity. Currently in profitable operation, truly a unique proposition. **\$595,000**



PENDING

FRERS 50' CUTTER (1947) German Frers, Sr., founder of the Frers yacht design dynasty, designed and built this classic wooden cutter for his own personal use. Without regard to cost, she's been restored and refit to better than new condition and shows true to her sailing heritage. Asking **\$295,000**



HINCKLEY BERMUDA 40 MkII Yawl CB (1968)

Bill Tripp design is highly regarded for classic beauty, superb workmanship and quality details. New sails, dodger, intelligently updated. Excellent condition. Asking **\$139,000**



SOLD

HYLAS 49 (2003)

S&S-designed world cruiser, thoughtfully set up for offshore, shorthanded sailing, safety, comfort and low maintenance. Lightly used.



REDUCED

SWAN 391 (1984) A beautiful flag blue Ron Holland design which is very well equipped and has had teak decks, engine and standing rigging replaced, and new sails that have never been used. Many extras. Asking **\$129,000**

HERITAGE Yacht Sales

Live your Dreams



DEALERS
FOR CATALINA
SAILBOATS AND
HANS CHRISTIAN
SAILBOATS

Long Beach-Naples
Newport Beach
San Diego
Wilmington

866-569-2248
877-389-2248
760-402-3868
877-599-2248
Cell 310-995-9989

www.heritageyachts.com



NEWPORT

61' C&C Ketch, '72 \$269,000



LONG BEACH

46' Hunter, '01 \$125,000



LA HARBOR

45' Hunter Passage, '98 \$139,000



LA HARBOR

44' Lafitte, '86 \$149,900



NEWPORT

42' Catalina MkII, '95 \$118,500



LONG BEACH

41' Hunter DS, '08 \$199,500



LONG BEACH

41' Cooper PH, '84 \$55,000



LONG BEACH

40' Valiant, '75 \$109,500



NEW BOAT

38' Catalina 385, '12



LONG BEACH

38' Hunter, '01 \$119,000



NEWPORT

38' Catalina, '80 \$29,900



SAN DIEGO

34' Catalina MkII, '00 \$78,500



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com



47' CATALINA 470, 2008 Dark blue hulled beauty shows as new inside and out, only 50 hrs on Yanmar. In-boom main, electric winches, bow thruster, custom hard dodger w/Barrett Bonded glass. Transferable Sausalito YH slip. **\$399,500**

See at: www.marottayachts.com



46' HYLAS, 2002
Center cockpit cutter. Spectacular performance cruiser. Beautifully maintained, top-of-the-line gear. **\$398,000**

See at: www.marottayachts.com



41' SCEPTRE CUTTER, 1985
Updated throughout, professionally maintained, transferable Sausalito Yacht Harbor slip. **\$185,000**

See at: www.marottayachts.com



48' ISLANDER SLOOP, 1985
Pacem has had only two long-term owners since new, and shows absolutely beautifully today. New sails. **\$169,000**

See at: www.marottayachts.com



46' MORGAN 462, 1981
This robust center cockpit cruiser has been thoroughly updated and is ready for Mexico. **\$137,000**

See at: www.marottayachts.com



38' SABRE MKII, 1990
This particular vessel is very nice both above and below, is well equipped (almost \$100,000 has been spent on upgrades over the past 10 years or so), and sails like a witch! **\$128,900**

See at: www.marottayachts.com



31' PACIFIC SEACRAFT CUTTER, 1989
Shows bristol inside and out. Always professionally maintained local boat with less than 400 hours on Yanmar diesel. Radar, chartplotter, dodger, wheel. Transferable Sausalito YH slip. **\$89,000**

See at: www.marottayachts.com



43' BENETEAU 430, 1992
Three stateroom, very clean, never cruised or chartered. Transferable slip. Turn key package. **\$89,000**

See at: www.marottayachts.com



53' ISLANDER, 1979
Over \$100,000 spent over past several years on this vessel. Rewired, new fuel tanks, extensive upgrades. Owner is motivated to sell IMMEDIATELY. **\$84,000**

See at: www.marottayachts.com



40' HARDIN SEA WOLF KETCH, 1973
Salty-looking ketch with 2 long-term owners. She's been repowered and has aluminum (not wood) masts, topsides were Awlgripped, replumbed, etc. **\$59,500**

See at: www.marottayachts.com



45' STARRATT & JENKS, 1977
Nice aft cockpit sloop with new Yanmar diesel (\$30,000 project). Great value cruiser or liveaboard. **\$59,000**

See at: www.marottayachts.com



34' SABRE, 1984
Fixed keel. Never cruised, freshwater boat with \$40,000+ in improvements, Sausalito Yacht Harbor slip. **\$49,000**

See at: www.marottayachts.com



41' TARTAN, 1975
S&S designed U.S.-built performance classic in fine shape, sails like a witch, very competitive price. **\$49,000**

See at: www.marottayachts.com



32' ERICSON, 1989
Never cruised, and with \$18,000 spent on her in last 18 months, *Heyoka* shows much newer than her age. **\$44,000**

See at: www.marottayachts.com



35' RAFIKI, 1978
This heavily built cruiser with cutaway forefoot shows well with low time on Yanmar diesel engine; main, jib, roller furler and standing rigging all new in 2006; recent full boat cover. **\$35,000**

See at: www.marottayachts.com



27' CATALINA, 1984 This is a lightly used, extensively upgraded and professionally maintained boat that shows MUCH newer than her actual age. Standard rig/deep draft version, Universal diesel, wheel, roller furling. **\$14,000**

NORPAC YACHTS

WE NEED MORE BOATS...BUYERS ARE CALLING!
LIST YOUR BOAT NOW...IT'S FREE!

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801
(510) 232-7200 • FAX (510) 232-7202
email: info@norpacyachts.com

PLEASE SEE
www.norpacyachts.com
FOR MORE

LIVE/CRUISE

46' ISLAND TRADER MOTORSAILER KETCH. F/G, dsl, in/out wheel steering, queen aft + double & single staterooms, 2 encl. heads w/showers+ tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

AMERICA'S CUP CHARTER BUSINESS

45' CHARTER BOAT: AC SPECTATOR, AT&T Park/McCovey Cove parties, Bay tours, exotic dancers, you-name-it. Liquor license, comfortable & spacious charter yacht w/ tasteful traditional styling/decor. COI for 49 passengers. Turnkey operation; owner retiring. **\$295,000**/pass. seller financing.



READY TO CRUISE TO ALASKA!

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**



REDUCED!

48' GRAND BANKS Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/ motor, swim platform, steadying sails, radar, MORE! Asking **\$115,000**



LOADED

35' MERIDIAN 341 Like new condition. BOW and STERN thrusters. Twin diesels, flybridge, luxury, comfort, safety, performance and much more! Bay, Coast and Delta ready. British Columbia and the Inside Passage this summer anyone? Asking **\$169,000**



TRY OFFERS!

35' ERICSON MkII Sloop. Near new standing & running rigging, Quantum sails, Profurl roller furling—all almost new, solid example of a great Bruce King design. Excellent cruiser, 1/B, 13 Barent winches, wheel, 2 spinn, refrig., shower, double spreader rig & MORE! **\$24,950**/Offers



SCHOONER by J.G. ALDEN (design #309). 43' LOD. Oh she just seems perfect. Cold-molded (original by Goudy & Stevens, 1930). TOTAL RESTORATION reported, modern diesel. Gorgeous below, virtually everything to modern standards. Asking **\$84,950**



40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/racer. Loaded with gear & high tech sails. Proven bluewater cruiser & race winner. **\$109,000**



30' CATALINA Sloop. Diesel, new North Sails roller furling, full lifelines, pulpits & much more. This great design is the most popular 30-footer ever built. She has excellent sailing qualities whilst being roomy & comfortable below. An excellent value in sailing happiness. Asking **\$13,600**



30' HUNTER Sloop by Cherubini. Yanmar dsl, nice, exceptionally clean boat. Great inventory: Main, club jib, 110, 150, sym. spin, Ays. spin, spin sly, self-tacking jib gear. Galley, slips 6, head w/shower, more. Asking **\$11,900**

Visit us at BEAUTIFUL & FRIENDLY Brickyard Cove Marina

SAIL

100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!! Try 885,000

58' ALDEN Boothbay Ketch. Center PH cockpit, aft S/R, dsl, heavy glass, world cruiser. AWESOME! Asking 268,950

54' HERRESHOFF center cockpit ketch. F/G, dsl, loaded bluewater cruiser. REDUCED 155,500

36' ISLANDER Sloop. Diesel, wheel, furling, self-tailers ++ Now Only \$24,950/Ask

35' ERICSON MkII Sloop, Inboard, Two spinnakers, wheel ++ Try 24,950/offers

35' MAGELLAN Sloop by American Marine. Diesel, covered liveaboard berth in Marin. A BARGAIN! Asking 11,500

32' NANTUCKET Clipper Mk III Yawl. Diesel, fiberglass 14,950/obo

30' GARY MULL Sloop THE SHADOW, by Essom Boat Works. Famous SF Bay racer completely rebuilt in near new or better condition. Diesel, excellent cold-molded construction. Ready to cruise/race and WIN! Asking 74,950

30' RAWSON Cutter. Low hours diesel. Diesel range, much recent upgrading. Berth in Seattle's FRESH WATER Lake Washington w/sea access. New batteries, some new equipment still in box. Light/med Springtime cosmetics due. Unusually robust fiberglass construction. Solid & reliable Pacific Northwest cruiser with decades of fun & adventure ahead of her. REDUCED! 13,950/offers

30' RAWSON. Rare hard dodger model, diesel, furling, strong & more 24,850/obo

30' ARGONAUTA TRI: Folding/trailerable w/ trailer. Amazing fast offshore cruiser. Mexico today, up to Canada 2 days later or just sail anywhere. Health forces sale. 29,450/obo

27' CANADIAN SAILCRAFT SC-27. Just refit & refinished. Beautiful! Dsl, MORE! 17,950

27' O'DAY 272 pocket cruiser. Furling, dodger, clean & MORE! Trailer avail. 7,950/offers

26' CONTESSA Sloop. High quality European pocket cruiser Try 6,500

24' BRISTOL Cutter on 3-axle HD trlr. Bluewater pocket cruiser, 4-stroke, wind-vane, beautiful condition. Sea of Cortez anyone? Reduced, asking 9,950

POWER

130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey. Money and opportunity, working PNW 2,200,000

101' STEEL TUG with beautiful Sausalito berth. Great YTB, operational, fantastic opportunity, loads of potential and value! ... 44,950/obo

100' Steel HIGH ENDURANCE Adventure/Charter Ship in Northern Gulf of Mex. Just REPOSSESSED. Great vessel. A great opportunity! Reduced by more than \$3/4 Million. MOTIVATED! TRY 295,000

85' CLASSIC TUG, '23 Vancouver Shipyard. Recent CAT V-12 repower. Massive, beautiful and seaworthy. Perfect for Classic Tug Yacht 124,950/offers

62' ELCO 1926 CLASSIC MOTOR YACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEABOARD CRUISER. Must see! REDUCED! Offers encouraged! ... 124,950

50' STEPHENS 1928 Classic. Twin dsl, F/B, part. restored & operational... Asking 80,000

48' DUTCH CANAL Barge. Beautiful & comfortable Sausalito liveaboard. Steel, diesel power. MUST BE SEEN! REDUCED. Asking 158,000

45' STEPHENS 1929 classic. Beautiful Gatsby-era motor yacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000

45' S.F. BAY CHARTER BOAT w/established & unique business. Owner retiring. COI for 49 passengers. America's Cup is coming - here's your chance Asking 295,000

43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful Asking 69,450

42' BERTRAM M/Y, F/B, twin diesel, AC, radar. Nice ++ Asking 99,500

42' GRAND BANKS Tvl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent. REDUCED! .. 79,500

40' STEEL Fast-Utility vessel. Twin 671-N diesels, sand-blasted and epoxied in & out, ex-USCG, MUCH potential Asking 12,950

36' SEA RAY 360 aft cabin fly bridge express. Twins. Nice & a GREAT VALUE. Asking 34,950

28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300hp V8, economical & 30-MPH reported. Just completely refurbished & refitted to exceptional condition. Asking 19,950

27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice. Asking 39,950

HELP!
SAVE CHINA CAMP PARK
AND ITS
BEAUTIFUL ANCHORAGE

See
www.friendsofchinacamp.org
for full information



44' STEEL Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$62,950**



35' TUG 'ALERT' Capt. Harold Sommer's famous & beautiful S.F. Bay classic dsl tug. Loads of character in an historical & working piece of art. 671 Jimmy, broad shouldered, stout & wonderful. Radar & more. Ideal yacht club launch/committee boat or personal treasure. **\$30,000**



49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking **\$99,950**

CALL (510) 232-7200 OR FREE (877) 444-5087
OR CALL GLENN DIRECT AT (415) 637-1181
FOR INFORMATION AND APPOINTMENTS



Take the high anxiety out of docking.
Let us install a bow or stern thruster and save money too!

HOME

SERVICES

LOCATIONS

STORE

YACHT SALES

GENERAL YARD

HAULS & LOADING

BOTTOM PAINTING
& REPAIR

FINISH PAINTING
& DETAILING

GEL COAT
& FIBERGLASS

WELDING
& FABRICATION

WOODWORKING
& CABINETRY

SYSTEMS & EQUIPMENT

RIGGING

ENGINES

ELECTRONICS

BOW & STERN THRUSTERS



We dare say that over the past 20 years no one in California has installed more bow or stern thrusters than our team. Whether your vessel is fiberglass, aluminum, steel or even wood, we've installed every major brand and type, power or sail. With this level of experience KKMI can promise that you will be pleased with the installation and now is a great time to get one installed at an exceptional price.

For example:



SIDE-POWER

8.4 h.p. (40'-55')	List: \$4,995.00	Sale: \$3,496.50
4.0 h.p. (29'-38')	List: \$2,595.00	Sale: \$1,816.50

Call us today about our

"reserve now and install later" plan.

HERB CRANE



Marriage Saver...that's what a friend of mine calls their new bow thruster. No more raised voices as they go in and out of the dock. With just a nudge on the joy stick the bow goes exactly where they want it to go. Best yet, the craftsmen at KKMI installed the unit in such a way that the cabinetry perfectly matches the original work. With the America's Cup next year there's bound to be some close-quarters maneuvering going on. With a bow thruster you'll look cool, calm and collected. And there's a sale going on! What...you're not ready to get one installed this summer? No problem. Get on KKMI's off-season schedule and they'll hold you a production slot.

PT. RICHMOND (510) 235-5564

SAUSALITO (415) 332-5564

WWW.KKMI.COM