

Latitude 38

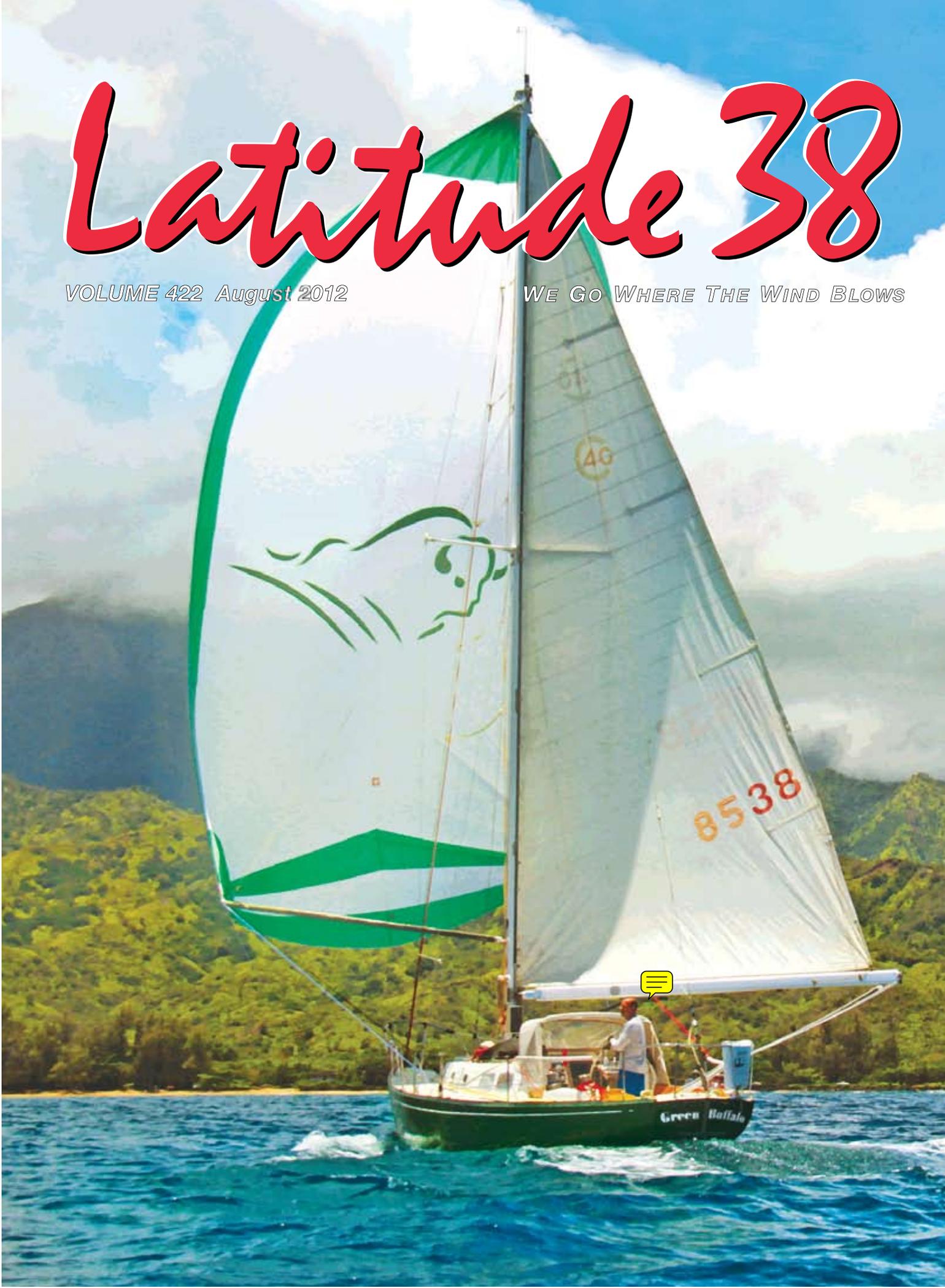
# Latitude 38

VOLUME 422 August 2012

WE GO WHERE THE WIND BLOWS

AUGUST 2012

VOLUME 422



# AMERICA'S CUP WORLD SERIES —

**A**t last. On August 22, two dozen years since the legendary Tom Blackaller touted the potential excitement of sailing big fast cats in the America's Cup, a gun will sound starting the first official match race in catamarans between America's Cup teams on San Francisco Bay.

"What? I thought the Cup was next year?" It is. But if you missed the memo — and we know many sailors who are just starting to catch up — the America's Cup World Series arrives on our doorstep this month.

## Multi-City Circuit

The San Francisco event begins the second year of a two-year Cup ramp-up that features the AC World Series as an annual multi-city race circuit.

It is equal measures team training, race management refinement, Cup promotion, and — seriously — just plain exciting spectating of what may be the sexiest and most grueling short-course racing we've ever seen. (Well, the St. Francis YC Laser Slalom on a noking day is pretty high on the thrills and spills

a year ago in Cascais, Portugal, and hit Plymouth, UK, San Diego, and both Naples and Venice, Italy, before concluding July 1 in Newport, R.I.

The 2012-2013 series starts fresh this month with a three-city, four-regatta, circuit kicking off in San Francisco. We get two regattas here — August and October — followed by a return to Venice and Naples in April and May 2013. We hear one or two more cities may be added.

Unlike the challenger eliminations next year during the Louis Vuitton Cup, the America's Cup World Series allows the Cup De-

fender (Oracle Team USA) to race against all the other challengers.

This means eleven crews representing eight teams and eight countries were gearing up at bases in San Francisco and Alameda as *Latitude* went to press.

Starting with practice racing on Tuesday, August 21, through a final race and celebrity pro-am contest on Sunday,



measure, too.)

For the World Series, the teams race in one design 45-ft LOA wingsail catamarans from a single builder in New Zealand, with soft sails for jib and genaker, and a quite minimal crew of five (see sidebar for specs). Each AC45 boat sails with a sixth person as guest crew — often a sponsor or other VIP — who is not allowed to assist in any way.

Because these boats can reach 30 knots or more, helmets are required.

A six-city circuit made up the 2011-2012 AC World Series. Racing started

ALL PHOTOS GILLES MARTIN-RAGET

# CITYFRONT SENSATION

August 26, these teams will compete for points in both boat-on-boat match racing and full fleet racing.

Trophies and season points will be awarded to the top match race finishers and top finishers in the Super Sunday fleet races. Top points through next year win you a very spiffy America's Cup World Series trophy: a polished silver globe supported by nine wingsails.

## 2011-2012 Series Results

The '11-'12 trophy went to Oracle Team USA's boat skippered by Jimmy Spithill.

Over the six-city tour, Spithill earned 47 points

in match racing and 55 points in fleet racing — a total of 102 points compared to Emirates Team New Zealand's (ETNZ), second overall, with 93 points after some uneven performance, particularly in light

air races. Sweden's Artemis Racing was third overall, and France's Energy Team fourth.

On match race points alone, though, Artemis came out on top with 50 points, followed by Spithill (47), ETNZ (41), Oracle Coutts (39), Energy (38), and Team

Korea (33). Remember, the actual Cup is decided on match racing prowess.

The two Italian Luna Rossa boats, called *Piranha* and *Swordfish*, only competed in the second half of the circuit, so they fell low in overall standings. However, *Piranha*, skippered by UK 49er Olympic medalist Chris Draper, placed just behind Spithill and above ETNZ for those three regattas.

Team China struggled, and withdrew for racing in Newport.

## Big Stakes

Of course, there's much more at stake than a World Series title. There's that little matter of keeping the Auld Mug in San Francisco next year. Which would be nice. Can we get a little "Go Team USA?"

But it's even more. As past America's Cup grinder Dick Enersen commented after returning from watching ACWS Newport, "there is a sort of grim sense that 'this experiment must succeed.'"



*Course racing in AC45s is extremely fast, exhilarating and physically demanding. It's a show you won't want to miss, whether you view the action from the water, from shore, or via TV or Internet.*



## The Experiment?

That would be no less than the professional and commercial future of sailing.

Ever tried to convince non-sailing buddies to watch a sailboat race — any

# AMERICA'S CUP WORLD SERIES —

race? Wondered why a painfully slow-moving sport such as golf captures big bucks, big audiences and big TV time? What about more college sailing scholarships and stable career tracks for sailing (or sailing journalism, hear, hear)? Then there are the softening numbers in sailing participation hitting boat builders and others in the marine industry. What about convincing a city to build a marina rather than a stadium?

We are participating in Extreme Makeover: America's Cup edition. The goal: make the America's Cup specifically, and sail racing more generally, into a mainstream spectator and commercial enterprise. A byproduct could be a permanent America's Cup Event Authority, similar to the International Olympic Committee.

Eyeballs mean money, and for

*We are participating in Extreme Makeover: America's Cup edition.*

better or worse, the same theme of chasing spectators has been playing out with sailing in the Olympics, the Volvo Ocean Race, and other sailing "properties." The difference with the America's Cup is that the San Francisco area is on the hook to deliver a success.

In contrast with an overcast, somewhat subdued regatta in San Diego last November, the Newport event concluded on July 1 has been billed a success. The Rhode Island Economic Development Department reported that a total of 60,000 people attended the event cumulatively

over the nine-day event, which kicked off with a sailing festival. The venue at Fort Adams State Park reported a peak total of 14,000 attendees and began turning away people when the park's 10,000 ca-

close, the ACWS coming to the Bay this summer will exceed all expectations. These boats and crews perform like no others, and we will get to see them like no regatta on the Bay has been seen before."

Still, this is big, badass San Francisco Bay, and the hope is for more like 50,000-60,000 spectators on AC World Series weekend days this year, and upward of half a million for the finals of the Louis Vuitton and America's Cup next summer.

## Ramping Up

The ramp-up is unmistakable. On the night of July 23, a 121-car, 1.5 mile long train dubbed the "America's Cup Express" rumbled to a stop at the Port of San Francisco rail yard carrying all the boats, buildings, equipment and displays to run the race. Some of the race committee and team RIBs arrived separately.

Construction is going at a furious clip at San Francisco's triangular Piers 27-29, where the America's Cup Village will be housed in 2013. Welders there from Turner Construction subcontractor BEI Steel have been working 10-hour days, with a final roof beam labeled "Pier 27 America's Cup Turner" set in place during a so-called topping off ceremony on July 18 with Mayor Ed Lee.

The work is even more frantic at Piers 30-32 (and in the adjacent basin previously occupied by Pier 36 and a scary minefield of rotting pilings). That's where team bases and moorings are

**One question on the minds of both organizers and fans is how the AC45s will do in the Bay's big winds. The most breeze they've seen so far was at Plymouth (images below).**



capacity was reached. And the final Coutts versus Spithill match race final was as memorable as can be.

Napa Valley sailor and Alpha Omega Winery owner Erik Sklar sure is sold. He was one of the lucky few to sail on an AC45 as a guest racer in Newport. He says, "Having witnessed Newport up



# CITYFRONT SENSATION

planned starting this month.

Farther south on Pier 80 where Cesar Chavez Street meets the Bay in the city's Dogpatch neighborhood, Oracle Team USA has transformed an enormous dusty shed into a VIP lounge, cafeteria, sail loft, gym, top-secret high-tech construction center, and museum for the team's 2010 Cup-winning trimaran USA 17.

Over in Alameda, where Artemis shirts have been popping up of late, the team is getting started on its base in the former aircraft hanger at Alameda Point. And who hasn't read the stories of insane rental prices that homes with Bay views have started to fetch?

## The Bay's 11

As of press time we can confirm that the following 11 boats intend to be on the start line for the America's Cup World Series this month.

**Oracle Team USA** — Two boats. The defender of the America's Cup is San Francisco-based Oracle Team USA, owned by Oracle founder and CEO Larry Ellison, flying the Golden Gate Yacht Club burgee. Their two boats are *Oracle 4 "Spithill"* skippered by Australia-born and California resident Jimmy Spithill, 33, and *Oracle 5 "Coutts"* skippered by New Zealand sailing legend and team CEO Sir Russell Coutts, 50.

The two boats duel for training, and there are no punches pulled — as could be seen in Coutts' aggressive start and win over Spithill in the Newport match race final — and it's impossible to miss the younger-and-nimble versus older-and-wiser ribbing.

They've systematically switched up

crew to build bench strength, with an eye toward the 11-person crews needed on the AC72s next year. We've seen the constant change generate variable performance, but we wouldn't be surprised to see switch-ups continue to give all the boys race experience on SF waters.



**Team USA's Russell Coutts**

Spithill has consistently relied on San Rafael native John Kosteki, now 48, as his tactician. In Newport, Spithill rounded out his team with Kosteki's brother-in-law and Dutchman-turned-Marin resident Dirk "Cheese" de Ridder, 39, as wingsail trimmer, 34-year-old Aussie Joe Newton as headsail trimmer, and Piet van Nieuwen-

huijzen, 41, as bowman.

Coutts came back to the helm of boat 5 in Newport after giving team coach and double Olympic medalist (Tornado) Darren Bundock the helm for San Diego, Naples, and Venice. Crewing for Coutts in Newport were Aussie wingsail trimmer Kyle Langford, 23, Dutch bowman Simon Tienpont, 30, plus two Kiwis — head-sail trimmer Simon Daubney, 53, and new-to-the-team runner Matt Mitchell, 40.

Aussie Sam Newton, 26, is an alternate bowman.

We speculate that Coutts will have an entirely different crew this month, as Langford & Co. head over to Ben Ainslie



**Team USA's Jimmy Spithill**



*Thanks to Stan Honey and others, high-tech imagery will greatly enhance the home viewing experience.*

GILLES MARTIN-RAGET; INSET LIVE LINE

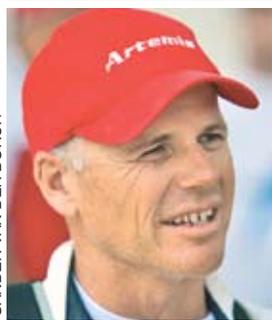


# AMERICA'S CUP WORLD SERIES —

Racing.

The team is assembling two AC72s at its Pier 80 base in San Francisco.

**Artemis Racing** — Two boats. The Royal Swedish Yacht Club is the Challenger of Record, in America's Cup parlance. Artemis is the Greek goddess of the hunt.



SANDER VAN DER BORCH

Artemis' Terry Hutchinson

Perkins are also key players as general counsel and CFO, respectively.

Until now in the AC World Series, Artemis has been racing a single boat, skippered by Annapolis Cup veteran Terry

Hutchinson, 44. The team has shown very strong match racing performance. Starting this month they will be racing two boats, called simply "Red" and "White." A helmsman hasn't been named for the second boat, but Tornado Olympic double medalist Santiago Lange is listed at the team's website as "reserve helm." Artemis is also planning a two-boat AC72 campaign.

**Ben Ainslie Racing** — New to the ACWS circuit is three-time Finn Olympic gold medalist Ben Ainslie, 35. (Possibly four-time medalist by the time you read this.)

His BAR team is an interesting story. Sailing for the UK's Royal Cornwall Yacht Club, they'll race an AC45 in the world series this year with crew pulled from Russell Coutts' boat! The team won't compete next year in the Louis Vuitton Cup, however. Rather, Ainslie will be part of Oracle Team USA's crew, ostensibly gaining experience for a post-2013 Cup campaign.

Seems a classic Ellison move. Ainslie

had been part of the ETNZ 2007 America's Cup campaign, going all the way to win the Louis Vuitton Cup. With the BAR deal, Oracle effectively gets

a third boat for crew training, wins an early commitment for a post-2013 team, and most importantly keeps Ainslie away from going to a competitor.

**China Team** — They didn't race in Newport, and questions have been ongoing as to whether the troubled team representing Qingdao International Yacht Club will make it to San Francisco. CEO Thierry Barot and his all-Chinese management team are not government-backed. Surviving on sponsorship alone is tough. For now, the team is still officially entered in the AC World Series, and their AC45 has arrived in the city.



GILLES MARTIN-RAGET

BAR's Ben Ainslie

## COVERED BERTHS

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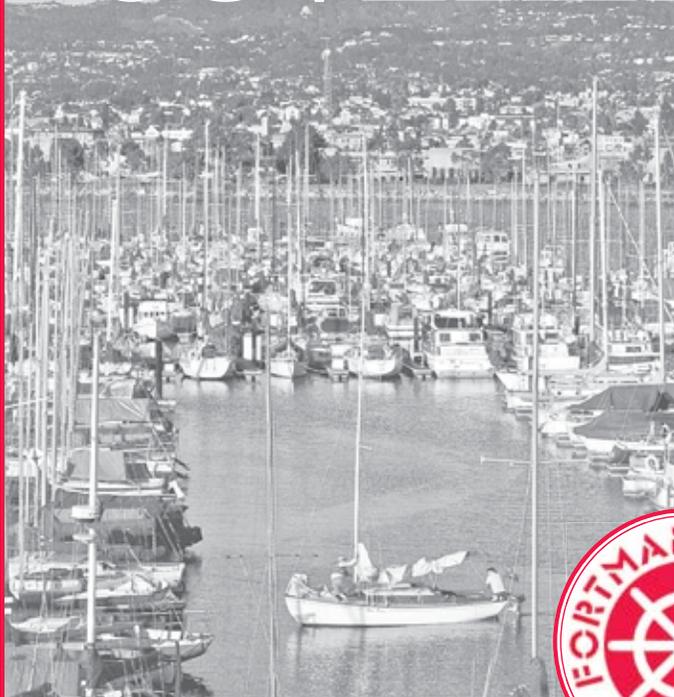
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On the water, it's a young Kiwi-Chinese-Aussie match racing crew, with 25-year-old New Zealand championship match racer Phil Robertson at the helm.

Since he joined the team in Venice, Robertson has shown some good moves on the racecourse, but China Team has struggled to move up in the standings.

## Emirates Team New Zealand —



GILLES MARTIN-RAGET

**Emirates' Dean Barker**

defended in 2000.

Representing the Royal New Zealand

Yacht Squadron and backed by the New Zealand government and a slew of sponsors, ETNZ is determined to win the Cup back. They were proud to launch the first AC72 recently, and they have a special training partnership with Luna Rossa.

**Energy Team** — Proudly flying the French tricolor and the Yacht Club de France burgee, Energy is headed by multihull expert and record-setting circumnavigator Loick Peyron and his brother Bruno. The nearly all-French team runs on a shoestring through sponsorships.

Loick Peyron, 52, and fellow multihull record-setter Yann Guichard, 37, are brilliant helmsmen, regularly breaking from the pack and sailing their own race in the AC World Series. They know how to handle heavy weather, and they stay focused in the light stuff.

Despite their brilliance, though, they've placed from 8th to 1st and back to 8th in the AC World Series fleet races.

They made it to the match race finals in San Diego where they lost to Spithill.

The Peyrons are still fundraising for their AC72 campaign but remain optimistic they'll be on the start line next year.



GILLES MARTIN-RAGET

**Energy's Loick Peyron**

**Luna Rossa** — Two boats. The Luna Rossa Challenge 2013, backed by Prada CEO Patrizio Bertelli and sailing for the Circolo della Vela Sicilia, first joined the series in April in Naples.

The team's skipper, Massimiliano "Max" Sirena, 40, is an Extreme 40 catamaran champion and a veteran of four America's Cup campaigns including BMW Oracle's win for San Francisco in 2010.

Although the team is heavily Italian, Sirena relies on two young Brits as dedi-

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# AMERICA'S CUP WORLD SERIES —

cated helmsmen. On *Swordfish*, that's Paul Campbell-James, a 29-year-old British Match Race and Extreme Sailing champion. On *Piranha*, as noted, it's Chris Draper, 34.

Draper performed splendidly for Team

Korea, but was lured to Luna Rossa earlier this year. We've heard the team eats well. They certainly sail well, at least in the light conditions they get on the Italian lake where they've been training.

We'll see how they do in San Francisco. We don't rule out a very strong showing.

Luna Rossa will have a one-boat AC72 campaign, currently under construction in Italy.



GILLES MARTIN-RAGET

Luna Rossa's Max Sirena

## America's Cup World Series Viewing Options

- The regulated course area is bigger than the actual course boundaries. Buffer zones allow space for rescue and medic boats.
- Eight to 16 large sailboats (40-ft or greater) flying 20-ft by 10-ft forestay banners will be stake boats, forming the perimeter of the course area. Do not stray inside the course area!
- Follow the directions of smaller Zodiac-style boats flying A-Cup marshal flags and, of course, any Coast Guard or law enforcement vessels. Move swiftly if they say to do so. Those cats go fast.
- The area off Crissy Field is reserved for non-motorized craft smaller than 20 feet.
- Spectator boats will find space between Anita Rock and the Golden Gate South Tower, in deeper water north of the stake boats, and off Hyde Street Pier east of the finish line.
- Shoreside, view races from Crissy Field, the Marina Green and elsewhere along the waterfront. For other ticketed and free viewing options and

- maps see: <http://tinyurl.com/ACWSSF-Aug>
- Official live on-the-water commentary is accessible via VHF Ch. 20.
  - Most racing will be live streamed and archived via [www.americascup.com](http://www.americascup.com) or directly from [www.youtube.com/americascup](http://www.youtube.com/americascup).
  - Comcast Sportsnet will air selected races:
    - Aug 23: 2-4 pm (live); 9-11 pm (taped)
    - Aug 24: 2-4 pm (live); 9-11 pm (taped)
    - Aug 25: 2-4 pm (live); 9:30-11:30 pm (tpd)
    - Aug 26: 11:30 am-1 pm (live); 6:30-8 pm (tpd)
  - NBC nat'l pre-recorded broadcast Aug. 26, 11:30 am to 1 pm
  - Don't miss the ability to livestream user-controllable 3D animations of racing from Virtual Eye via [americascup.com](http://americascup.com)
  - If you see any porpoise, dolphin or whales while you are out, email Golden Gate Cetacean Research biologist Isidore Szczepaniak at [iszczepaniak@sbcglobal.net](mailto:iszczepaniak@sbcglobal.net).

**Team Korea** — The Sail Korea Yacht Club boat is very much a dark horse. Placing fourth overall in fleet racing and sixth in match racing so far, they've succeeded in beating every competitor in match racing at least once — except for Luna Rossa *Piranha*, now helmed by their former skipper.

Like France and China, the team is sponsorship-funded. It was founded by sailor Kim Dong-Young, organizer of one of the biggest prize money sailing events in the world, the Korea Match Cup. He and his Korean management team

PHOTO: DAVE TOWLE



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# CITYFRONT SENSATION

have assembled a small, scrappy crew of UK and Kiwi sailors now under the command of 26-year-old 49er and Moth champion Nathan Outteridge.

Korea has paid its full \$200,000 America's Cup entry fee, but has not yet begun building an AC72.

## The Racing

The America's Cup snagged San Francisco resident and former St. Francis YC race director John Craig to be principal race officer.

He sure knows how to run races on the Bay, and he refined it for the Cup through course testing here last year, and at the variety of venues since then.

There's a specific Coast Guard permitted area along the Cityfront in which he can set the courses. We chatted with him about what to expect. The courses will be similar to those used previously. No speed trials are planned.

Craig is planning to set an entry point to a small start box near the northwest corner of the course area off Crissy Field.

The first warning is five minutes to start. At two minutes before the start, the boats have 60 seconds to cross an entry line into the start box. Over the final 60 seconds, the boats jockey for position to cross the start line at max speed on a beam reach. After bearing away around a turning mark, the fleet sails windward-leewards through gates, and then does a short reaching finish. Match racing is similar, but with a downwind finish.

They are, however, insanely short distances. Shorter even than we reported in May.

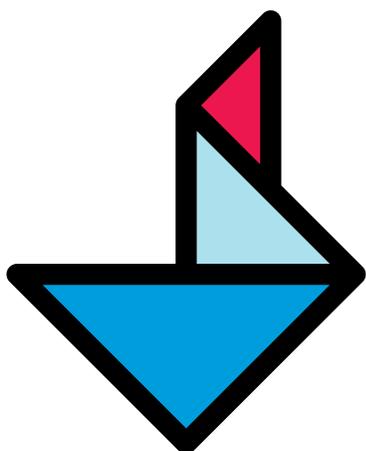
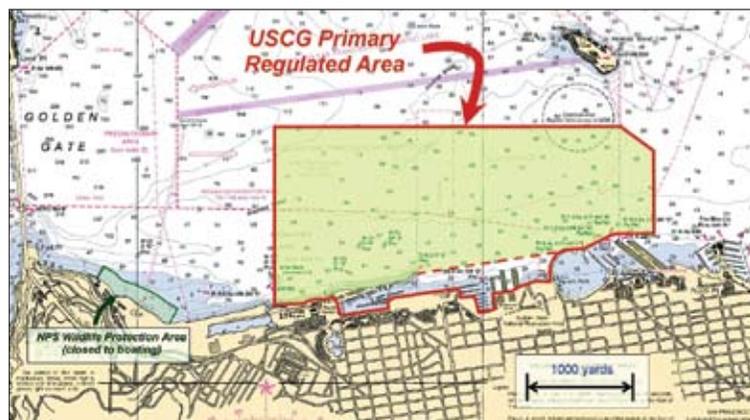
"We'll probably be setting the windward gate east of Anita Rock," said Craig, with the leeward mark and finish off the spit near Marina Green where Golden Gate Yacht Club stands. "We

might go as far as Aquatic Park in some conditions, but no farther."

That's less than a mile. "Yeah, it will be intense," he said. "People will be amazed." The courses are narrow, no farther north than YRA Mark 5 (a temporary buoy about 0.6 nm southwest of Alcatraz).

Racing has gone super high tech.

**Clip and save: Courses will be run within this box. Roughly 200 marshal boats will patrol to keep spectators clear.**



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# AMERICA'S CUP WORLD SERIES

Craig can adjust marks and course boundaries on the fly with the press of a button, even mid-race, using an inte-

## August 21-26 Schedule

• **Tues, Aug 21** — Full practice race 1 p.m. to 3 p.m., opening ceremony and chance to meet the teams 4 p.m.

• **Wed, Aug 22** — Match racing qualifiers 1 p.m. to 4 p.m.

• **Thu - Fri, Aug 23 & 24** — Two fleet races each day, starting at 2:10 p.m. and 3:05 p.m.

• **Sat, Aug 25** — 12:45 p.m. "fly-by" of AT&T Park; fleet races 2:10 p.m. and 3:05 p.m.; match racing semifinals starting at 3:50 p.m. and 3:55 p.m.; match racing final 4:20 p.m. Match race awards 20 minutes after conclusion of the final race, likely 5 p.m.

• **Super Sunday, Aug 26** — Pre-recorded broadcast of match racing 11:30 a.m. to 12:15 p.m. Championship fleet race for series points 12:25 p.m. to 12:55 p.m. As the wind pumps up, Sunday racing concludes with yet-to-be announced celebrities take to the water in a pro-am regatta 1 p.m. to 2 p.m. (We can only imagine Lt. Gov. Gavin Newsom, Joe Montana, MC Hammer, Laird Hamilton, and Olympic gold medalist Anna Tunnicliffe careening around that first windward turn.) Series prize giving and closing about 20 minutes after the end of this final race.

grated system of GPS positioning and telemetry. That system ties to Emmy-winning real-time course visuals called LiveLine designed by augmented reality wizard and sailor Stan Honey. Much of that system and its management is housed in a shipping container that will be placed on the Marina Green.

Be sure to look for a light at the stern of each race boat. It will flash when boats enter a three boatlength zone from a boundary or mark.

The light will change if a boat incurs a penalty with a zone violation or fouling another boat. Instead of a penalty turn, the system enforces a go-slow period until the boat clears the penalty by falling behind by a calculated distance. The penalty gets worse the longer a boat goes before clearing the penalty.

## A Fast Afternoon

It's fast and furious racing. Fleet races are 35 minutes, match races 15 minutes. Two match races at a time run on the same course, with starts staggered by

five minutes.

The Marina Green will be center stage for more than just the racing. Although Piers 30-32 house the team bases, all teams will keep their boats on mooring balls added to the basin next to the San Francisco Marina breakwater and Golden Gate YC spit.

A stage at Marina Green will hold the opening and awards ceremonies, as well as morning dock-out interviews on race days and a dock-in show with the top three skippers, and "Mix Zone" with teams approximately 20 minutes after completion of the final race each day. You don't have to wait until August 21 for cool things to see.

By the time you read this, team bases should be up at Piers 30-32, and teams will likely be hitting the water around August 13. Then on August 19, from 10 a.m. to 12:30 p.m., team reps will appear at Fort Baker in Sausalito for a Healthy Ocean Project event.

Stick around, because it all starts up again during Fleet Week in early October!

— paul oliva

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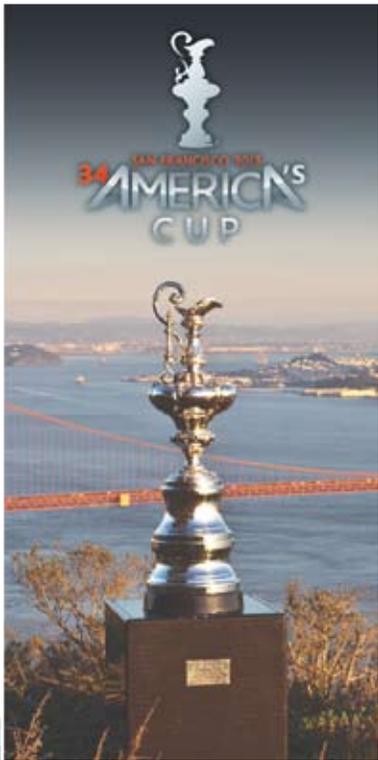
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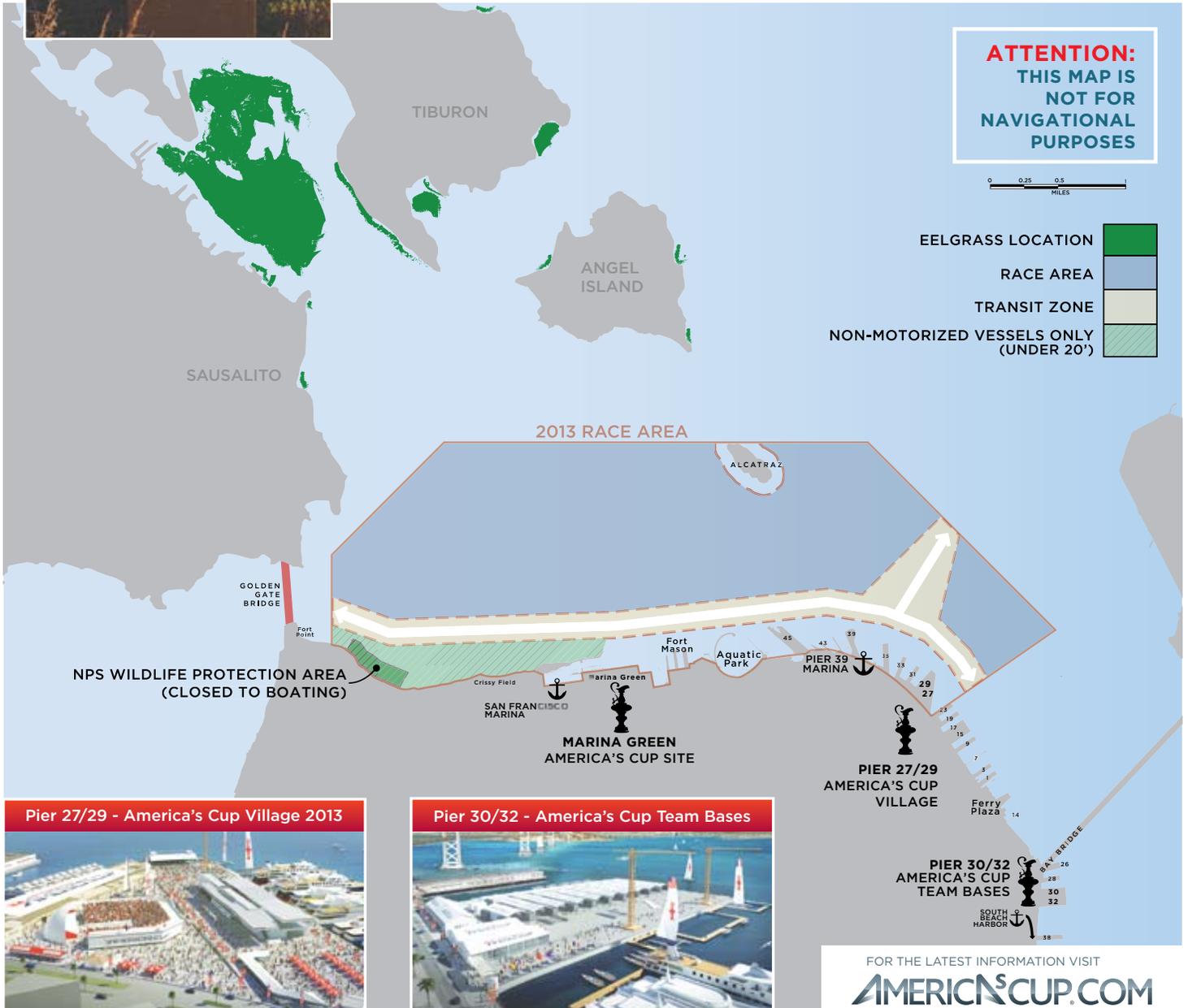
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# BOATER GUIDE TO SAN FRANCISCO BAY

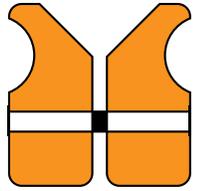
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## SAFE BOATING INFORMATION

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



## THE 34TH AMERICA'S CUP

The City and County of San Francisco and Port of San Francisco are proud to host the best sailors in the fastest boats when the America's Cup, the oldest trophy in international sport, returns to the United States for the first time in 18 years. The 34th America's Cup will be the first time this event is visible from shore and we're counting on boaters such as you to help make it a sustainable and responsible event. Following are some tips to help you enjoy the America's Cup World Series, August 21-26 and October 4-7, 2012, and the Louis Vuitton Cup Challenger Series, Red Bull Youth America's Cup, and America's Cup Match Finals July 4 - September 22, 2013 on San Francisco Bay.

## BOATER SERVICES

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



## Operating Restrictions

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

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

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

## Protected Areas

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

## Who to call

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

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

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

## ENVIRONMENTAL PROTECTION

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

### Invasive Species Control

**Clean before you come & Clean before you go.**

Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment. Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:



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

### Marine Mammal & Seabird Protection

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

## CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at <http://www.americascup.com>:

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

Other helpful clean boating links include:

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

## FOR MORE INFORMATION

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

[www.americascup.com](http://www.americascup.com) | [www.sfgov.org/americascup](http://www.sfgov.org/americascup)  
| [www.dbw.ca.gov](http://www.dbw.ca.gov)

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



# 2012 SINGLEHANDED TRANSPAC



*Jim Quanci celebrated finishing the race by tipping back a cold Corona and then celebrated finishing first overall by tipping back the shell horn.*

Nature calls many animals to move in groups, sometimes as protection from their enemies, sometimes to encourage socialization — fish swim in schools, whales migrate in pods, lions hunt in prides — but the one time you would most certainly not expect to find a grouping of similar animals is during a solo race across an ocean. But that's just what happened in the 18th edition of the Singlehanded TransPac, a 2,120-mile solo match race . . . er, marathon . . . from San Francisco Bay to Hanalei Bay on the island of Kauai.

Affectionately known as 'a bug light for weirdos with boats', the Singlehanded Sailing Society's premier event always draws a wide range of talent, and this year was no exception. The accepted wisdom is that there are two types of 'buglighters': Those who want to win and those who want the experience of a lifetime. Boasting 23 boats, this year's fleet tied with the 2000 fleet as the second largest in the race's history (38 boats showed up for the start

of the 1980 race), and it was also one of the most competitive in years.

It seemed every racer brought his A game to the June 30th start off Corinthian YC. Trash talk dominated many pre-start discussions, and once off the docks, boats jockeyed for the best position to win their division's start — seemingly pointless on such a long race, but it can serve to rattle opponents' nerves. Yes, they were in it to win it.

Conditions at the noon start were milder than in years past but still stiff enough to get the fleet beyond the Gate without too many issues, other than dodging the fleets of several other races, including the Great San Francisco Schooner Race, but dense fog was waiting to pounce. For the first day or so of the race, boats crossed each others' paths blindly, hoping they wouldn't see their competitors — or at least would see them in time to avoid a collision.

Typically, as soon as the fleet spurts

out from under the Golden Gate Bridge and into the offshore winds, they spread out in a dramatic fashion. Some head north, hoping the North Pacific High won't gobble them up; others gamble that sailing more miles on a southern — and hopefully windier — course will pay off in faster speeds; still more try their hand at rumblying it. But this year, a high that hovered just above the course's rhumbline, along with unusually light — if fairly steady — trades kept the fleet flying along in tight formation for most of the trip across.

It wasn't until just around the halfway mark of the course that the shape of the fleet began to change from a tight ball to more of a pancake. The High dipped down, forcing the northernmost boats to dive south in search of wind, while inertia caused the naturally slower boats to lag farther behind the faster ones. Knowing their fiercest competitors were nipping at their heels — literally, on occasion — racers continued to push their boats and themselves to the breaking point.

*Tom Watson's pink Pearson Triton 'Darwind' claimed a spot on the podium when she sailed into Hanalei Bay on the idyllic Hawaiian island of Kauai.*

# — PACIFIC MATCH RACE



ALEX MEHRAN

*Alex Mehran shattered the race's overall monohull race record on his Open 50 'Truth'.*



# 2012 SINGLEHANDED TRANSPAC

But the race had already been won.

It came as no surprise to anyone that Alex Mehran's Open 50 *Truth*, sailing in a one-boat division, shot out in front of the fleet almost immediately, and just kept barreling toward the finish. A humble guy, Mehran had downplayed his obvious desire to break the race's elapsed time record for monohulls, set by Ray Thayer way back in '96 when he sailed the course on his Open 60 *Wild Thing* in 10d, 22h, 53m. But the pace Mehran set for *Truth* belied his true intentions — he didn't want to just break the record, he wanted to obliterate it.

And he did just that. Shortly after 1 a.m. PDT on July 9, *Truth* crossed the finish line, completing the course in just 8d, 12h, 21m — just about 2.5 days faster than Thayer. Mehran's accomplishment is even more impressive when you look

at the elapsed time record for multihulls. Steve Fossett's '98 record-breaking run on his ORMA 60 trimaran *Lakota* in 7d, 22h, 38m still stands — by just 14 hours — but *Truth* beat the next fastest multihull, Peter Hogg's Antrim 40 tri *Aotea*, by nearly 8 hours.

Even after his epic sleigh ride across the Pacific, Mehran was low-key. "I'm just an amateur," he insisted. "I had a great team help me prepare the boat, and I sailed it to the best of my abilities. No doubt a pro could have made her go even faster, but as it was, I would say my state

**John Lubimir's mainsheet nearly decapitated him.**

**Tough is right — this was Ken 'The General' Roper's 12th Singlehanded TransPac.**



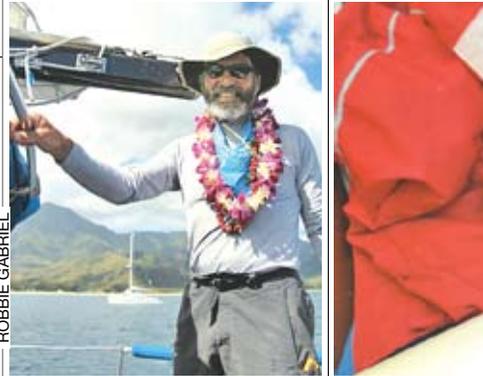
LATTITUDE / LADONNA



TIM SELL



ROBBIE GABRIEL



**Hanalei Days — (clockwise from top) Jerome Sammarcelli was greeted by wife Alisha and son Luca; Whitall Stokes watering up for the trip home; (l to r) Dave Morris, Ronnie Simpson and Ruben Gabriel shared laughs at the awards party; 'RushMoore's jury-rigged spinnny pole; Steve Hodges, old skool navigator; Brian VanderZanden points to 'TurboCamper's only damage, a chafe spot on his main.**

of mind for the entire race was 'nervous.' With a top speed of 24 knots, it's no wonder he slept with a helmet on! For his herculean efforts, Mehran was awarded the Jack London Trophy and a place in Singlehanded TransPac history.

It also came as no surprise that, with a rating of -123, *Truth* wasn't in any real contention for the big kahuna: the Hanalei YC Trophy for the first monohull on corrected time. With several experienced Hawaii race vets — as well as some less experienced but highly motivated buoy racers — vying for the top spot, it very easily could have gone any number of ways. If the trades were light, the displacement boats would waterline the ULDBs. If the trades were heavy, the 'fast and fun' boats would surf on by. Until they got on the course, it was anyone's guess who would correct out.

As it turned out, the conditions couldn't have been any better for Jim Quanci on his Cal 40 *Green Buffalo*. Now a veteran of 15 Hawaii races, Quanci said, "The weather gods handed me a gift. I had a windy reach at the start, which allowed me to waterline the others, and then the wind shut off behind me. The light winds meant the ULDBs couldn't surf." It probably didn't hurt that he flew his spinnaker nonstop for seven days straight, replacing it with a chicken chute when the wind started

heating up.

To hear Quanci tell it, one might be led to believe that his eight-hour win over his next closest competitor — Whitall Stokes on the Tartan Ten *Slacker* — was pure chance. "I spent 90% of my time in the bunk," he claimed. "Otto [the autopilot] did all the driving. The whole thing was pretty damn milk." But no one can win a 2,100-mile race, especially by such a wide margin, without some serious skill and planning. Bottom line: Jim Quanci is a hell of a sailor.

Much to the delight of those at home, this year's race was 'broadcast' via the Yellowbrick trackers installed on each boat. The outstanding viewer on the race's website ([www.singlehandedtranspac.com](http://www.singlehandedtranspac.com)) allowed friends, family and fans to watch the race unfold in near-real time. Every two hours, the boats' positions would update, making it easy to see when they were doing well and when they'd clearly run out of wind. If you haven't checked it out, surf on over there right now and hit the play button at the bottom of the screen. The race will unfold before you, allowing you to see just how tightly bunched they were for most of the race.

The primary reason Race Chair Rob Tryon decided to require trackers for the race was not to create a quality experience for non-racers; it was to ease the

ROBBIE GABRIEL

# — PACIFIC MATCH RACE



ROBBIE GABRIEL



RUBEN GABRIEL

the sun. Both racing Moore 24s, Ruben Gabriel on *RushMoore* and Ronnie Simpson on *Hope for the Warriors* (ex-*US 101*) drained their batteries by the second or third day and could never get them topped up again.

Gabriel, who finished the '08 race (after deadline) under jury rig after his Pearson Electra *Sparky* was dismantled 680 miles from Hanalei, fell victim to *mal de mer* the first two days. "I set the autopilot, curled up in the fetal position and woke up the next morning with dead batteries," he recalled. But he had a backup in the form of a windvane. "I knew I needed to rest so I went to set up the Navik and dropped the water paddle overboard." His exhaustion and dehydration had muddled his thinking, he explained, and he simply forgot to tie a tagline to the paddle. With no other source of self-steering, Gabriel was forced to hand steer for almost the rest of the race.

Simpson, on the other hand, says he just thought his batteries had more capacity than they proved to have. Coupled with a brand new hydraulic autopilot that drew a ton of juice, and just one solar panel — all installed within days of the start — this spelled a long and miserable ride for this '10 race vet. "This was absolutely the most difficult thing I've ever done," Simpson said the day after he finished. "Getting blown up in Iraq, abandoning my boat, riding a bike across Asia and Europe — this was harder, no question." Gabriel agreed, adding, "This race kicked my ass."

Of course, they weren't the only ones who experienced problems. As is to be expected in a transoceanic race — es-

fears of a jumpy Coast Guard and to ease the racers' burden of checking in. "The trackers weren't for safety," explained Tryon, "as they tell us nothing but location, speed, course, etc. Nothing about a tracker makes you safer, it just makes it easier to find you."

That point was driven home toward the end of the race when Derk Wolmuth on the 31-ft Vindo 40 *Bela Bartok* activated his EPIRB and requested a medical evacuation. You can find the full story of Wolmuth's rescue and *Bela's* recovery in *Sightings*, but suffice it to say that, if it weren't for the Yellowbrick tracker, *Bela Bartok* would almost certainly have died on a Hawaiian reef, and Wolmuth would be homeless.

For nearly the entire course, racers were plagued by overcast skies and an endless series of squalls. "This year the squalls are just . . . weird," wrote Adrian Johnson of the Olson 30 *Idefix* in a log update. Johnson, 2010's overall winner, noted that the squalls started very early, on the third or fourth day, and punned the course all day, every day. "They should typically start showing up in the afternoon, building in strength through the night, and dissipating in the morning. This year, they start showing up after sunrise, are massive by mid-afternoon, and dissipate in the middle of the night."

The grey skies that accompanied the neverending squalls caused serious problems for at least two boats whose sole source of energy production was

pecially one in which leftover slop from two big hurricanes off Mexico set up wicked cross seas on the final approach — there were any number of breakages and failures. The two spinnakers on Tom Watson's hot pink Pearson Triton *Darwind* kept blowing up, so he cobbled together what he termed "FrankenKite." The spreader on Brian VanderZanden's Hobie 33 *Turbo Camper* chafed a hole in his main. Many of the racers had to clear nets and fishing gear from their rudders, and several suffered spinnaker wraps — though Ken 'The General' Roper's wrap on his Finn Flyer 31 *Harrier* at the finish was, to put it mildly, epic. The gooseneck on three-time race vet Mike Jefferson's Garcia Passoa 47 *Mouton Noir* failed, causing his boom to fall off. Considering that the race's *Foxxfyre*



ROBBIE GABRIEL

**Randy Leasure won the Perseverance Award, but was only four days behind the leaders.**

Trophy for creative ingenuity under sail was named after the boat Jefferson sailed in the '92, '96 and '00 races, it's little wonder he had the boom reattached and sailing beautifully within hours. But this year's *Foxxfyre* trophy was awarded by popular vote to Ruben Gabriel. After breaking both spinnaker poles, Gabriel used a portion of his emergency tiller to sleeve two ends together, creating a very serviceable replacement.

Although there were technically six divisions in the race, two boats each

**The Class of 2012.**



LATITUDE / LADONNA

# 2012 SINGLEHANDED TRANSPAC

had a class of their own: *Truth* in the Sled Division and the Cliff Shaw on the Crowther 10m *Rainbow* in the Spare Hull Division. A last-minute (and unrequested) rating change gave Shaw what he felt was an overly generous rating. With no time to negotiate a more reasonable rating, Shaw — who spent the last three years preparing for the race — made an unusual request: To sail in a one-boat class. "I'm not doing this to win," he said at the time, "so just make sure I don't affect anyone else's race." Whether the rating was unfair or not, Shaw sailed a clean race and would have placed third overall but for his amazing generosity of spirit.

*Green Buffalo*, of course, took the Big & Comfy class honors, but that's not to say he didn't have competition. Not only was every other boat in the fleet on the hunt for the *Buff* for overall honors, but Steve Hodges on the Islander 36 *Frolic* and Peter Heiberg on the Palmer Johnson 50 *Scaramouche* pushed hard to gain ground. As happened in every multi-boat division, the lead swapped back and forth early on, but Quanci's ability to manage the endless squalls — rather



TIM SELL

'*Harrier*' wasn't the only boat to suffer from a spectacular spinnaker wrap.

than letting them roll over him — kept him out front.

Placing second in class behind such a venerable competitor is no mean feat, especially when you're kickin' it old skool like *Frolic* did. For having navigated the

entire race without the use of electronics (though he had them aboard, as the rules required), Hodges received the Navigator's Trophy. "Steve shot the moon with his sextant so many times, I'm surprised it's still in the sky," laughed Tryon. "He's probably the first racer in years who really earned this award."

For his part, Heiberg was less than thrilled at his final placement. "This trip was like teenage sex," he claimed. "I'm proud to have done it but I'm embarrassed by my performance. Back then I consoled myself with drugs and alcohol, and I don't see any reason to change that now!"

Snapping up first in 30 Somethings and second overall was *Slacker*, followed by Brian Boschma's Olson 34 *RedSky* and Dave Morris's Custom Wylie 31 *Moonshadow*. Though relatively unknown in Northern California racing circles — "How the hell is that Tartan Ten so far ahead?!" was a common refrain — Stokes is a winning SoCal racer who pushed hard to earn his podium finish. "I spent time getting to know Jim Quanci and Brian Boschma [*RedSky*],"

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# — PACIFIC MATCH RACE

## RESULTS

Boat	Type	Skipper	Homeport	Elapsed (d:h:m)	Corrected	Fleet
BIG & COMFY						
1. <b>Green Buffalo</b> <sup>1</sup>	Cal 40	<b>Jim Quanci</b>	San Francisco	13:05:07	09:23:23	1
2. <b>Frolic</b>	Islander 36	Steve Hodges	Santa Barbara	14:22:38	11:03:57	10
3. <b>Scaramouche</b>	PJ 50	Peter Heiberg	Victoria, BC	14:12:48	12:06:38	17
4. <b>Galaxsea</b>	Nauticat 44	Daniel Wiley	San Francisco	16:05:00	12:15:36	19
5. <b>Mouton Noir</b>	Garcia Passoa 47	Mike Jefferson	San Jose	15:14:28	12:16:23	20
6. <b>Champ</b>	Islander 380	David Liaño	Seattle	16:20:34	13:00:42	21
30 SOMETHINGS						
1. <b>Slacker</b>	Tartan Ten	Whitall Stokes	Marina del Rey	13:17:48	10:07:21	2
2. <b>RedSky</b>	Olson 34	Brian Boschma	Brisbane	13:22:51	10:16:32	4
3. <b>Moonshadow</b>	Custom Wylie 31	Dave Morris	Half Moon Bay	14:21:01	10:22:48	7
4. <b>Bandicoot</b>	Wyliecat 30	Al Germain	Pt. Richmond	14:09:21	11:05:58	11
5. <b>Harrier</b>	Finn Flyer 30	Ken Roper	San Pedro	16:03:49	11:15:27	14
6. <b>Flight Risk</b>	Quest 30	John Lubimir	Destin, FL	14:00:47	11:15:39	15
FAST & FUN						
1. <b>Hope for the Warriors</b>	Moore 24	Ronnie Simpson	Alameda	14:11:56	10:18:26	5
2. <b>Turbo Camper</b>	Hobie 33	Brian VanderZanden	San Francisco	12:21:28	10:20:00	6
3. <b>Idefix</b>	Olson 30	Adrian Johnson	Seattle	13:13:06	11:02:48	8
4. <b>Team Open Sailing</b>	Pogo 2 Mini	Jerome Sammarcelli	Marina del Rey	13:22:35	11:02:52	9
5. <b>RushMoore</b>	Moore 24	Ruben Gabriel	Vallejo	15:00:16	11:06:46	12
6. <b>TAZ!!</b>	Express 27	George Lythcott	Alameda	15:13:30	12:09:32	18
PLASTIC CLASSICS						
1. <b>Darwind</b>	Pearson Triton	Tom Watson	Sausalito	16:11:33	10:14:13	3
2. <b>Tortuga</b>	Westsail 32	Randy Leasure	Half Moon Bay	17:02:48	12:05:37	16
3. <b>Bela Bartok</b>	Vindo 40	Derk Wolmuth	Victoria, BC	DNF		
SLED						
1. <b>Truth</b> <sup>2</sup>	Open 50	Alex Mehran	Diablo	08:12:21	11:12:47	13
SPARE HULL						
1. <b>Rainbow</b>	Crowther 10m	Cliff Shaw	Noyo	14:20:27	10:08:05	—

Stokes said after the finish. "I take much comfort in their company, as though all will be right with the world, for such men exist to make sure things don't go too far off track."

A longtime SSS racer who's raced in four Pacific Cups, Boschma's tale of adventure to second in class is hair-raising. "I'd gone up on the foredeck to douse the spinnaker," he recalled. "There was a sudden gust and *RedSky* started to round up, but then rounded down. The boat heeled and I went right overboard." Saved by his tether, Boschma was able to reboard the boat without too much trouble, but the experience certainly made for great conversation at 'tree time' (racers gather every night on the beach until the last boat finishes).

The Fast & Fun fleet saw some of the hottest competition of the race. Returning overall champ Johnson was determined to defend his title while old friend/nemesis Ronnie Simpson was just as determined to finally triumph. But neither had counted on Brian VanderZanden on *Turbo Camper*. Swapping the lead several

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# 2012 SINGLEHANDED TRANSPAC

times, the three duked it out all the way across. When Simpson was at his most exhausted from hands-teering upward of 18 hours a day, *Turbo* and *Idefix* looked to be the top contenders.

But Simpson got his second wind just after the halfway point. "I didn't think I'd be able to catch *Turbo*, and I knew Jim was going to win," Ronnie said later, "so I dropped the sails and went down to sleep. Then I got mad at myself. I thought, 'I can sail under main alone and read a book, or I can pull up the spinnaker and get my ass moving.'" He did the latter, and managed to make huge gains on *Turbo* every day. In the end, *Hope for the Warriors* corrected out just 1.5 hours ahead of *Turbo Camper*, with *Idefix* taking third. It's worth noting that just four corrected minutes behind *Idefix* was the first Mini Transat to join the race, Jerome Sammarcelli's *Pogo 2 Team Open Sailing*.

With the abandonment of *Bela Bartok*, just two boats remained in the Plastic Classic division: *Darwind* and Randy Leasure's *West sail 32 Tortuga*.



ROBBIE GABRIEL

### 'Tree Time' at Hanalei's Pavilion Park.

As Leasure had made it clear before the start that he'd joined the race for the experience, Watson was all but guaranteed a division win. But that wasn't good enough for him. "You can have the overall trophy engraved with my name," he suggested to Tryon before the start. "Seriously!"

Watson whipped *Darwind* into a froth in an effort to catch the *Buffalo*. "I probably had too much sail up the

whole way," he admitted. "But more than anything, I didn't want Ronnie to beat me." Unfortunately, the two used spinnakers he'd taken along weren't up to the task of an ocean race. Much patching, sewing and duct taping later, *FrakenKite* flew for all of three hours before a squall took her down for good. As it turned out, all of Watson's pushing paid off when he placed third overall — two spots ahead of Ronnie Simpson.

When several boats finish a 2,120-mile race within a few minutes of each other — and all but a sled finish over the course of four days — you know you've had a good race. When the lead switches from boat to boat the entire way across, you've had a great race. And when a boat designed nearly 50 years ago corrects out over modern speed machines, you have the Singlehanded TransPac. Whether they were 'racing' or 'experiencing', every sailor this year proved that this is a race for anyone.

— *latitude/ladonna*

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# TAHITI-MOOREA SAILING RENDEZVOUS —

If you're going to throw a big party, the odds of making it a truly memorable experience will increase dramatically if you stage it at a spectacular venue. With that in mind, it's no surprise that the seventh annual Tahiti-Moorea Sailing Rendezvous, held June 22-24, was a great success. After all, its three days of events took place on the waterfront of French Polynesia's capital, Papeete; in the palm-fringed anchorage of Moorea's majestic Opunohu Bay; and in the dark-blue channel between the two.

As regular readers know, the Rendezvous has two main goals: First, to celebrate the successful 3,000-mile crossings of fleet members who jumped off from various points along

the west coast of the Americas — a trip we like to call the Pacific Puddle Jump. And second, to introduce them to highly revered elements of Polynesian culture in music, dance, sport and cuisine. Sailors have been voyaging west to these islands for generations, but before the creation of the Rendezvous they never received a welcome quite like this.

After learning about the event during our Puddle Jump send-off parties

in Nuevo Vallarta, Mexico and Balboa, Panama last winter, many of the 50 boatloads of cruisers who showed up in Papeete had made special efforts to arrive on time — and for laid-back cruisers, arriving *anywhere* on a particular date is a rarity.

As fleet members filed into the Tahiti Tourism visitors' center to check in Friday afternoon, many renewed friendships that had been established in anchorages thousands of miles away, while others met face-to-face for the first time, having chatted previously via HF radio while in the middle



# DRUMS, PADDLES & SAILS

of the ocean.

On hand to greet them with souvenir tank tops and swag bags was our longtime partner Stephanie Betz, who dreamed up the Rendezvous concept years ago. In addition to her staff of young Tahitians, folks from Tahiti Tourism (a major sponsor) were on hand, wearing bright flower-print shirts and dresses. Staffers from an NGO explained their environmental concerns, while several New Zealanders described the marine services available in Whangarei

**Left: 'Gypsea Heart' plows through big swells on the way to Moorea. Spread: Beneath sacred Mount Rotui, the Killer Rose team (foreground) strokes to victory in the semi-finals.**



and Opua — two of the most popular end-of-season stopping places for the majority of westbound sailors.

For us, having flown out rather than sailed, it was a vicarious thrill to hear all the crossing anecdotes: One skipper swore he had such stable conditions that he'd stayed on the same tack for nine days and had barely adjusted a thing. But another got caught in such an enormous system of black squalls and lightning while trying to cross the ITCZ (Intertropical Convergence Zone) that he eventually did an about-face and headed north for a day or two, just to get some rest. Meanwhile, boats that had left the same Mexican port a week or so earlier had a textbook crossing, with wind all the way and minimal squall action. Our favorite crossing story, though, was from Mark McClellan and Anne MacDonald of

*They take great pride in their centuries-old cultural traditions.*

the Idaho-based Deerfoot 50 *Blue Rodeo*. Although it had been nearly two months since they'd stopped at uninhabited San Benedicto Island, roughly 300 miles off the Mexican mainland, they were still giddy with excitement when they explained how they'd ridden on the back of a playful, 20-ft-wide manta ray. (We'll share many more crossing tales in our Puddle Jump Recap article next month.)

Tahitians are spiritual people, who — even in this age of Wi-Fi Internet, global television, and changing values elsewhere — take great pride in their centuries-old cultural traditions. So it was fitting that the evening's entertainment began with a heartfelt blessing of the fleet by a local chieftain, followed by a live music and dance show. You know you're in Tahiti when young girls in

grass skirts gyrate their hips from side to side so fast that you'd swear they were aided by unseen electric motors, while their shirtless, hard-bodied male partners knock their knees together in



**The steady cadence of hardwood drums at the starting line reminded competitors that this was no ordinary yacht race.**

double-time, to the pulsing cadence of hardwood drums and ukuleles.

A three-sample tasting of white and rose wines made on the coral atolls of the Tuamotus (branded Vin de Tahiti) definitely added to the festive mood.

After the reception, some fleet members took in the eye-popping elegance of the Miss Tahiti contest — *ooh la la!* — while others enjoyed inexpensive meals from food trucks (*roulettes*) on the waterfront, alongside local islanders. The ahi brochettes and sashimi were sublime.

When we arrived in Papeete a couple of days before the event, the

**A tasting of Tuamotu-made wines, a blessing from a local chieftain, and a high-energy dance show started things off with style.**



# TAHITI-MOOREA SAILING RENDEZVOUS —

weather forecast didn't look good. Tropical rainstorms with occasional strong winds were predicted throughout the weekend. But luckily the prognosticators were only half right. Saturday morning dawned with clear skies, but plenty of wind for a spirited crossing to Moorea (about 16 miles).

At the skipper's meeting the previous afternoon there seemed to be a universal sigh of relief when we emphasized that

this was to be a low-pressure *rally*, not a *race*. And sure enough, when our friends Didier and Thierry from the Tahiti Sailing Federation sounded the starting horn, only two boats were anywhere near the start line — the Bradford family's San Francisco-based Cal 43 *Convivia* and the New Zealand-based Farr 44 *Cuttyhunk*, owned by Irene Hayward and Chris Platt.

The rest of the fleet eventually got headed in the right direction, though, with the catamarans, naturally, leading the way. It proved to be a rough and rowdy crossing, with lumpy seas and 20-28 knots of breeze. Line honors went to Colin Dykstra's Toronto-based Atlantic 55 cat *Segue*, followed by the first monohull, Matt and Jean Findlay's Southampton-



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

JULIE TURPIN

# DRUMS, PADDLES & SAILS

based Beneteau 57 *Superted V*.

That afternoon competitors swapped crossing tales over rum punch — made with island-grown tropical fruit — and soaked in the beauty of the craggy, volcano-formed mountains that tower over the bay and the lush, tropical lowlands that surround the turquoise lagoon where the fleet was anchored. As we often say, in

many parts of these islands the views are so stunningly beautiful it's tough to decide which way to point your camera.

**S**undays at the Rendezvous are always dedicated to traditional Polynesian sports. Throughout the day, cruisers got to test their strength and agility by

weight-lifting massive stones (few were successful); racing through the palm grove carrying staffs laden with stalks of bananas (the ancient fruit carrier's race); husking, then carving the meat out of coconuts; and pulling on a hawser in the apparently universal contest we call tug of war.

As in years past, though, the biggest thrills for contestants and onlookers alike were during the six-person outrig-

*Clockwise from upper left: An all-girl team revs up to race; Rani learns to weave palm fronds; Victoria gets a dance lesson; Yoshi runs the fruit carrier's race; Bill and ShantiAnna sample Polynesian cuisine; lovely Moorea ladies show us how it's done; fleet members gather for Friday's festivities; Leanne prepares to tack aboard 'Red Sky'; 'Charisma' crosses the line in a near photo-finish with 'Cest la Vie'; furling the 'Condessa's' genoa.*



# TAHITI-MOOREA SAILING RENDEZVOUS

ger canoe races. With two or more cruising boats providing paddlers for each of sixteen teams, a round-robin elimination was detailed on the notice board. (Tahitian paddlers filled in the bow and stern positions, so the canoes didn't end up in Fiji.)

Sprints of roughly 150 yards were run throughout the morning. Later, after a break for a bountiful Polynesian *Maa* luncheon — which included fish, chicken, pork, and a variety of local fruits and veggies — it was time for the semis, then the finals.

We learned an important lesson during that final two-boat race: Even though this was all just for fun, we really should have declared some *rules* beforehand! As the two teams paddled side-by-side in a frenzied rush toward the finish line, team Killer Rose (with crew from Colorado-based *The Rose* and Washington-based *Orcinus* aboard) were beginning to extend their small lead when all of a sud-



*It's a beautiful thing to see age-old cultural traditions handed down from generation to generation.*

den a crewman (who shall remain nameless) from the competing team — what was it, Hunkywater? — grabbed hold of Killer Rose's outrigger and used his grip to catapult his boat into the lead. The Tahitian observers rolled their eyes and laughed, then confirmed, "No, of course that's not allowed." But in the spirit of keeping things loose and uncomplicated we let the victory stand, albeit with an

asterisk.

That afternoon during the final dance show the visiting cruisers got another up-close look at this age-old Polynesian art form, and were given a chance to swing their own hips as well.

At the prize giving, our partner Stephanie thanked all who attended for making the effort, and they responded by cheering her and her team for their hard work in organizing it. As a memento of the weekend, each boat was given a finely polished clam shell with the Rendezvous' distinctive logo etched into it. Representing *Latitude 38*, this writer closed by saying, "These shells make a nice souvenir, but I think you'll agree that the best prize is simply being here in this beautiful place. No doubt you all know dozens of sailors who would love to be in your shoes right now!"

— *latitude/andy*



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# BAJA HA-HA XIX



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## ARE YOU READY TO HA-HA?

One look at the Ha-Ha XIX entry roster ([www.baja-hah.com](http://www.baja-hah.com)) tells you that boat types in this year's fleet is 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](http://www.latitude38.com).

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## MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, on 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](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

## IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

We call that annual springtime migration the **Pacific Puddle Jump**, and we 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.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).



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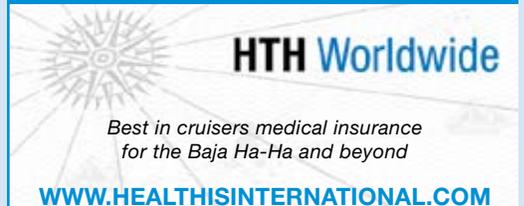
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## IMPORTANT DATES

- Sept. 5 — Mexico-Only Crew List and Baja Ha-Ha Party, Berkeley YC; 6-9 pm. Mexico Cruising Seminar, 4:30-6 pm.
- Sept. 10 — Final deadline for all entries.
- Oct. 20 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 27 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 28, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 28, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 28, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 29, 11 am — S.D. Harbor Parade & Start of Leg 1
- Nov. 3, 8 am — Start of Leg 2
- Nov. 7, 7 am — Start of Leg 3
- Nov. 9 — Cabo Beach Party
- Nov. 10 — Awards presentations hosted by the Cabo Marina.
- November 20, 4-7 p.m. - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

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



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# GREAT SAN FRANCISCO SCHOONER RACE —

Throughout the long arc of maritime history, few vessel types have inspired greater awe from sailors and non-sailors alike than the schooner. With their graceful sheer lines and artfully balanced sail plans schooners are undoubtedly among the most elegantly

conditions for a race between such heavily built hulls than what Mother Nature provided on June 30: sunny skies, a light ebb, and fairly consistent winds of 15 to 20 knots throughout both the Gaff and Marconi courses (11 and 12.5 miles respectively). As a result, most of the 12 competing beauties were able to fly their full complement of sails,

without too many blowouts.

The basic theory behind a pursuit race such as this is that start times are staggered based on handicaps, and if all boats are sailed equally well they'll all arrive at the finish line in unison. Of course, that never actually happens. But this year pairs of top competitors in both divisions had veritable horse races — neck and neck — to the finish line.

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*The immaculately restored S&S schooner 'Santana' blasts toward the starting line. She was the favorite toy of Hollywood elites.*

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Prized for their speed and agility, these two-masters were in high demand in American waters during the 1700s and 1800s for coastal trading, naval patrols, and fishing. Historians tell us it was the New England fishermen's common practice of racing back to port from offshore fishing grounds that led to schooner designs being adopted by gentlemen sailors purely for sport.

Today, those proud traditions are preserved in San Francisco Bay by a dedicated cadre of schoonermen (and

*They are undoubtedly among the most elegantly efficient objects ever created by the hand of man.*

-women) who spend countless hours and buckets of money to keep their boats in fine form. We admire the meticulous care they give their beloved vessels — many of which have impressive pedigrees. But we're even more impressed by how hard they race these floating museum pieces whenever they get a chance — such as at the fifth annual Great San Francisco Schooner Race, hosted last month by the San Francisco YC.

It would be hard to imagine better



*Spread: 'Brigadoon' charges across the Central Bay in classic form. Clockwise from above: The splendid schooner 'Eros'; class winner 'Yankee' with 'Elizabeth Muir' behind; with tanbark sails, 'Aldebaran' is hard to miss; sweating halyards on 'Freda B'.*

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# ELEGANCE & GRACE

The closest finish in this, and perhaps any previous Schooner Race, was between the Marconis *Aldebaron*, Hayden Brown's 54-footer (LOD), and the 65-ft *Seaward*, owned by the nonprofit sail training outfit Call of the Sea, and run primarily by longtime schoonerman Alan Olson. After a spirited sprint to the finish, their bows crossed the line a mere three seconds apart, with *Aldebaron*

claiming first place — at last. "In the past we've always come in before the deadline," explains Hayden, "but usually dead last. Now, my first place trophy sits proudly beside all my Schooner or Later prizes from past events." Hayden credits his win to a handicap adjustment and excellent crew work by the borrowed team members of Grant Harless' Benicia-based *J/29 Bay Loon*. "I love this race,"

says Hayden, "and I'll keep coming back until they won't let me anymore!"

Meanwhile, among the gaffers John McNeill's 52-ft (LOD) *Yankee* took class honors with a comfortable buffer of 6.5 minutes ahead of her pursuers.

But during the final mile to the line, Terry Klaus' 50-ft (LOD) *Brigadoon* and 69-ft *Freda B*, owned by Paul Dines and Marina O'Neill, mounted an intense



WOODY SKORIAK

SPREAD: WOODY SKORIAK

# GREAT SAN FRANCISCO SCHOONER RACE

battle for second place. *Brigadoon* trailed by a few boat lengths as the two steel-hulled schooners came down the home stretch. At the helm of *Freda B*, Emma Millet concentrated intently to hold her position, but an approaching Folkboat on starboard tack forced her to jibe. By the time she jibed back again Terry (with Peter English beside him calling tactics) had caught her, and ultimately won the duel by 30 seconds. On the YC deck later, Terry — ever the gentleman — made a point of congratulating Emma on her fine effort. As far as we know, she's the first female skipper ever to compete in this contest.

The rest of the fleet was more spread out — which may inspire the handicappers to do a bit more number-crunching before next year's race. But they weren't so far apart that crews couldn't enjoy the grace and beauty of their competition, which is a big part of the fun, of course.



WOODY SKOFIARIK

***With steely determination Emma Millet of 'Freda B' did her best to hold off 'Brigadoon', but a forced jibe foiled her chances.***

There isn't a single boat in this fleet that doesn't have a colorful history: *Yankee* was launched in 1906 at Stone Boat Yard when it was located on the San Francisco cityfront, where the St. Francis YC stands today. Two notable entries on her resume are that she was knocked off her stands at Stone by the devastating 1906 earthquake, and she

won the very first (crewed) Faralones Race in 1907. The McNeill family has owned her since 1927 (now in a trust which includes all family members). A couple of John's nieces and a daughter crewed during the Schooner Race, inspiring him to repeat a favorite quip: "We may not have winches, but we have wenchies!"

The list of 55-ft *Santana's* previous owners reads like a Who's Who of 1940's Hollywood celebs, including Humphrey Bogart and Lauren Bacall. But perhaps even more impressive is the fact that Paul and Chrissy Kaplan bought this famous S&S classic (built in 1935) shortly after she'd sunk, and lovingly restored her to what Olin Stephens himself called better-than-new condition.

At 103 feet (LOD), the stays'l schooner *Eros* (ex-*Fair Sarae*) is the biggest sailing yacht on the Bay. Built in England in 1939, her colorful history includes being pressed into military service shortly after her launch, and used to evacuate British troops from Dunkirk. Her most



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# ELEGANCE & GRACE

flamboyant former owner was a famous Greek shipping magnate who built the first supertankers. When Bill and Grace Bodle took ownership of her in 1992, she was literally disassembled, but after an 18-year rebuild she's now in pristine condition once again, and has recently returned from a Caribbean cruise.

Talk about a pedigree, the 50-ft schooner *Brigadoon* was designed by L. Francis Herreshoff in 1924. Her most famous former owner was adventurer/movie actor Sterling Hayden. But Terry Klaus bought her in 1976 from the rock band Quicksilver Messenger Service. "I had to go all over Sausalito buying back the various boat parts they'd sold off," he recalls with a laugh.

Admiring the expertly restored William Hand schooner *Marmel* today, you'd never know she was built in 1929. *Elizabeth Muir* was designed in the same year, but was built in '91 in Bolinas by master craftsmen Babe Lamerdin and Jim Linderman. The 46-ft *Gold Star*



ROXANNE FAIRBAIN / WWW.FOXSHOTISMUG.COM

**Hayden Brown was thrilled to accept his first place prize (for a change) from Race Council Co-chair Angie Lackey.**

(which took third among the Marconis) was also locally built, in Richmond in 1961. The Cullen family has owned her ever since. You'd never guess that *Aldebaran* has a ferrocement hull. She was built "from the ground up" by Hayden Brown in the South Bay's Alviso Slough (adjacent to Alan Olson's *Stone Witch*, a sistership). "I started in '71," recalls

Hayden. "It took ten years to build her and another 10 to rig her!"

Seriously, you could write a book about the backgrounds of the Bay's schooner fleet and the salty folks who sail them. Although they're all self-reliant mariners, they're also part of a special fraternity that gladly shares tips and techniques each year when they gather for 'schooner weekend' at the San Francisco YC. The fleet's glistening varnish, patinaed bronze and acres of hand-rubbed teak created a visual feast for all who witnessed the pre- and post-race raft-ups at the club.

If you missed the fun this year, no worries, the 2013 edition will take place at the end of June, just prior to the America's Cup. And with that timing, organizers hope to attract more boats from SoCal and beyond.

By the way, according to some experts, next year marks the 300th anniversary of the schooner design and the coining of its name. Sounds like an excellent occasion to celebrate!

— **latitude/andy**

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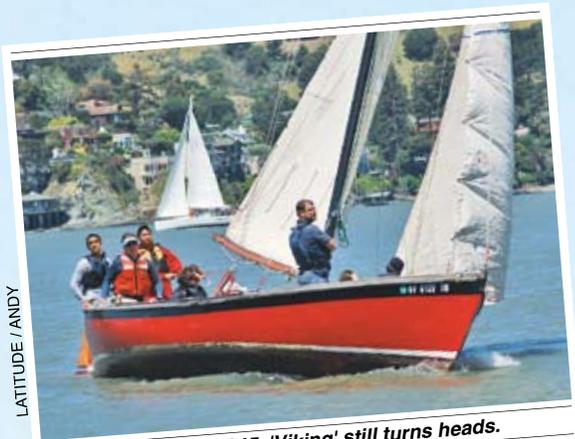
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# EYE ON THE BAY



LATTITUDE / ANDY

*A far cry from an AC45, 'Viking' still turns heads.*



# — ON CUP WATCH



*'No Ka Oi' taking pleasure in a little solitude before the excitement begins.*



*On any given weekday, two boats this close on the Bay would be considered a traffic jam.*

**M**uch ado is being made about the America's Cup World Series event that will be held on San Francisco Bay this month (check out our *World Series Primer* starting on page 82 for everything you need to know about the goings-on). Sadly, most

of us will never have the opportunity to sail on one of these magnificent beasts, but that's no reason not to have thrilling experiences on our own boats. In fact, August is an excellent time to create

***Much of the Cityfront will be closed to spectator boats during the AC World Series.***

memories that will last a lifetime.

The World Series runs August 21-26, and the publicly accessible parts of the Bay will undoubtedly be packed to overflowing with spectator boats during each

# EYE ON THE BAY



LATITUDE / ANDY

# — ON CUP WATCH



LATITUDE / ANDY



*Looking Good — (top row, l to r) 'Anne's Turn' taking a turn on the Bay; The crew of 'Sea Star' shines; "Hellzyeah!"; 'Eagle' plays chicken with 'Casino Royale'; (middle row, l to r) 'Vitesse Too' is where little cable cars climb halfway to the stars; It's a party on 'Discotheque'; Ghosting along on Richardson Bay never looked so beautiful; (bottom row, l to r) The 'Little Zaca' crew having big fun; 'Breakout' of the Bay for a mini-cruise to Drakes Bay.*



# EYE ON THE BAY

race. If you want to see the AC45s scream across the Bay — and most likely crash and burn along the way — skip the crowds and chaos by heading out the week before for their practice sessions. You'll still have to stay well clear of their course, but at least drunk Mr. Powerboater won't be there to spoil your day . . . or worse.

Though a date hasn't been announced, rumor has it that Oracle Team USA's AC72 will be launched this month. Watch *'Lectronic Latitude* for news on the launch, then organize an onboard viewing party for your closest friends and family.

Of course it goes without saying that the Coast Guard will have a heavy presence on the Bay during August, so do yourself — and everyone else — a favor by not indulging in your favorite adult beverages until you're back at the dock.



**'Iolani' braved the crowds on the day of the Solo TransPac and Great SF Schooner Race.**

It would also make sense to check your boat's USCG required safety equipment before heading out. Going out knowing you're missing one lifejacket is sort of like washing your car and then parking under a tree. Bad idea.

If you want to miss the hoopla alto-

gether, August is a perfect month to head up to the Delta for some flat water sailing, swimming in fresh water, and basking in the sun. Or why not pop over to Drakes Bay or Half Moon Bay or, heck, even South Bay? There are plenty of places to hide away while the sailing world's attention is focused on Central Bay.

**T**here is no right way to enjoy your time on the water — the important

thing is to get your boat out there. If you're not comfortable going out alone, or you'd just like to share the experience with others, check out our online Crew List at [www.latitude38.com](http://www.latitude38.com). You can add your name as a skipper looking for crew and/or start contacting folks looking for a ride. Either way, the service is 100% free and, by golly, it's worth every penny.

— *latitude* /ladonna

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# MAX EBB

"Lee, what brings you to this side of the Bay?" I asked as I stood in my boat's companionway with my morning cup of coffee precariously perched on the hatch slide track.

A marina on the other side of the Bay from our home port was the last place I expected to run into Lee Helm. But there she was, locking her bicycle to the inside of the dock gate.

I don't participate in these yacht club cruises very often. They usually feature the same old crowd from my yacht club drinking the same old drinks and telling the same old sea stories. True, it's a different yacht club bar, a different bartender and a different view, but when you cruise in company with people you have known for years to a place you've been sailing to for years, sometimes it doesn't seem like that much of an adventure.

Still, it's nice to do a low-stress overnight jaunt once in a while, if for no other reason than to show off that your boat does have a comfortable interior.

"My ride is, like, berthed here," Lee explained, pointing to a very large and fast racing machine a few berths down the dock. "Big ocean race today, so I had to be here early."

"You're a long way from home by bike," I observed. "Did you take BART?"

"No way," she said. "There's a new ferry service across the Bay. Works great if your destination is in the marina. Or if you bring your bike. Otherwise, not real useful for actual commuters."

"And it runs this early on a weekend?" I said. "I'm impressed."

"Heck no," Lee corrected me. "I came over last night and slept onboard. I'm just coming back from downloading breakfast. Dock time for the race is in 30 minutes."

"We're staying here all day," I said. "It's a club cruise, and we head back tomorrow. It should be an interesting visit — the harbor was just designated as a 'green marina' and there's some sort of official recognition ceremony this afternoon."

Lee stuck her thumb in her mouth to make a gagging gesture.

"What?" I asked.

"Betcha all them state officials show up in their SUVs," she scoffed. "Was this prompted by the new ferry service?"

"That, and a few other measures they've taken to reduce the environmental impact of the marina. Like non-toxic piling preservative, a place for hazardous waste disposal, native landscaping and a permeable surface on the new parking lot. Oh, and free holding tank pump-outs. I think the green marina

program is actually causing some really good changes to be made."

"Deck chairs on the *Titanic*," she sniffed dismissively.

"What are you on about?" I challenged.

"Let's start with this so-called 'green' ferry service," Lee sighed. "I've got the specs for the ferry right here: The new 149-passenger boats, even running at a slightly reduced speed for better fuel economy, are consuming 3.7 gallons per mile. Remember that these are supposed to be commuter boats, so the reverse runs are mostly empty. And the forward commute runs are not full so I'm totally being generous giving them an average passenger load of 30%. That works out to 12.08 seat-miles per gallon. An SUV gets better than 12.08 mpg."

***Below, the epitome of a 'green' waterfront: good bike access, hoist launch for dry storage, and a place for non-profit boating. Right, commuter ferries run at 30% capacity, at best.***

Apparently I didn't show enough reaction to this calculation, so Lee hammered it in harder:

"Max, this ferry has a worse carbon footprint than if everyone on board drove their own SUV . . . alone!"

"I see."

"And to be really rigorous, if we're comparing seat-miles per gallon to automotive mpg, remember that the energy content of diesel fuel is, like, 130,500 btu/lb versus 115,000 btu/lb for gasoline. The passenger-miles per gallon of gasoline having equivalent energy and equivalent carbon footprint works out to 10.64 mpg. Even an old beater sedan at 22 mpg with four commuters in the carpool lane is getting 88 passenger-miles per gallon. That's about eight times as efficient as this so-called 'green' ferry boat."

"Wow," I said. "But do you really mean that, even as a naval architect, you're opposed to commuter ferries?"



SPREAD: MAX EBB; INSET: BAY PLANNING COALITION

# — AND THE BAND PLAYS ON

"I like ferries, Max. But it's really dumb to put them where they parallel a highway bridge and a commuter rail tunnel. All you need to do is convert one lane of bridge traffic to anchovy, and capacity jumps from 2,000 per hour to 12,000. That's how you get people to the city efficiently."

"You really *are* opposed to ferries," I concluded as I took another sip of coffee, giving myself time to figure out that "anchovy" was just Lee's slang for "HOV."

"Oh no," Lee asserted in what seemed like a complete course reversal. "People like ferries. I do, too. Thing is, transportation planners have to realize that it's a boutique ride at this scale. Huge subsidies for these things are really, really

brain-dead."

"**O**okay Lee, so the ferry might not be so green after all, but the improvements this marina has made to get the 'green' stamp of approval are pretty terrific."

"Deck chairs on the *Titanic*," she repeated. "They make a big deal out of the trivial stuff that people can see, and leave the really big pollution sources untouched."

Lee gestured to a row of big powerboats berthed across the fairway from the guest dock.

"Dirty diesels in every one of those floating condos. And they probably

have to be, like, charter members of OPEC to fill up. It all gets burned and it all goes into the air and water. Meanwhile this marina is rabid about not letting a drop of pee into the harbor."

"Well, they can't

do much about the big dirty diesels," I argued. "But the holding tank rules address the pollution sources that are within their power to change. And free pump-outs make it easy to comply. Come to think of it, we did manage to ban — or almost ban — the two-stroke outboards that used to burn a fuel-oil mix."

"I'll give 'em half a point for that," Lee conceded, "but it doesn't even touch the big burners."

"I know what you're going to say next, Lee. Carbon tax, right?"

"For sure, that would be the sensible way to capture the external cost and damage of fossil fuel propulsion, but it only happens statewide or countrywide, so you can't blame a marina for selling underpriced fuel. It's way beyond their control."

"What about that big solar array on the roof of the marina office?" I pointed out. "Even you have to admit that's worthy of some recognition."

"Totally, but then they provide unmetered water and electricity to most

of the berths. People leave their electric cabin warmers on all winter, and waste tons of water hosing down after each sail. There's, like, zero price signal to conserve."

"Be reasonable, Lee," I argued. "This

## Stupid Things Marinas Claim Are 'Green'

- Host a ferry terminal — more fuel is used than if everyone drove (by a factor of eight).
- Offer unmetered electricity and water.
- Be located far from public transportation. (Okay, some marinas don't have a choice.)
- Have poor ped/bike access. (Some marinas don't have much choice here either, but others can add paths and good bike racks in a secure area.)
- Direct resources to ineffective signage.

## Smart Things Marinas Do That Are 'Green'

- Offer free holding tank pump-out.
- Allow space for non-profit small craft sailing, rowing and windsurfing co-ops.
- Promote mixed land use: park, commercial, restaurant, summer camps, housing, marine services, fishing pier. Enlarging the mix of uses makes it possible to shrink the need for transportation to and from the waterfront.
- Configure berthing to allow sailing in and out of berths. Locations with a reliable sea breeze encourage sailing and discourage powerboats.
- Meter the use of electricity and water.
- Locate close to a good public transit route.
- Design the approach roads and paths for easy pedestrian and bike access.
- Offer convenient toxic chemical and used oil disposal. Otherwise used liquids sit in the dock box forever and spill into the bay when a dock is damaged.
- Allow liveaboards. They usually leave a tiny environmental footprint and have a strong interest in keeping pollutants out of the harbor.
- Require resident yacht clubs to make local community service and public outreach a major part of their program.
- Designate the marina as a Water Trail trailhead.

has got to be one of the last marinas around to offer unmetered electric. And rinsing the salt off a boat not only saves a lot of maintenance — which usually includes some form of harsh chemicals — but it doesn't even come close to how much water is wasted watering lawns."

"Apples and, like, watermelons."

"Okay," I said. "How about all the



# MAX EBB

educational materials posted on the dock gates? You know, where to dispose of hazardous materials, how to guard against transporting invasive species, why it's bad to scrub bottom paint, and so on."

"More deck chairs," Lee replied. "There's virtually no evidence that those signs change human behavior. Signage passed off as 'education' is a really ineffective tool. Much more cost-effective to do other things that get a much more significant result."

"I dunno, I refer to my pump-out guide all the time, but I'll humor you. Tell me how they could do it better."

"It's hard to change human behavior by persuasion. But it's really easy to change human behavior through architecture. For example, this marina has a big double-wide launching ramp with a lot of trailer parking. People drive here from all over towing trailerable boats. Having a big SUV or pickup seems to be an integral part of trailer boating."

"Now wait a minute, Lee. They also have a dry storage area here."

"But no boat hoist, Max. To launch a boat at the ramp you still need to drive



MAX EBB

**A 'green marina's parking lot full of gas guzzlers with trailer hitches. Who are they kidding?**

to the marina in your monster truck. You can't bike or take the bus. Even if there were a decent bike path or a transit line to this place, which there isn't, you still need a big vehicle to launch your boat. And, like, if I hadn't come by ferry last night I'd have had to run

across a freeway off-ramp carrying my bike to get here."

"I guess hardly anyone comes here by bike," I suggested. "But you're right about needing a decent-size vehicle to launch a boat on a ramp."

"If they had a hoist instead of a ramp, and one of those electric yard mules, you wouldn't need the SUV. It's part of the culture of trailer-boating that you need a gas guzzler, but if Cal Boating or other agencies would subsidize hoists and dry storage instead of ramps and parking lots, that would start to change."

**J**ust then a large powerboat across from the guest dock fired up one of its engines. Black smoke and grey cooling water belched in our direction from the wet exhaust ports in the transom.

"Maybe another spike in oil prices wouldn't be so bad," I remarked.

"It doesn't hurt sailing and paddling, at least not in local waters where a long road trip is not part of the activity," Lee noted. "And it might even help our efforts

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# — AND THE BAND PLAYS ON

to get more urban waterfront marinas designated as trailheads on the SF Bay Water Trail."

"What's that?"

"It's a protocol for identifying sites that support local, urban, non-motorized and hand-launched boating, and also making multi-day trips by kayak or small sailboat possible and legal. Actually, this marina was going to have a really nice new windsurfer launch site, funded as part of the Bay Trail program, but it got nixed because they couldn't make it ADA compliant."

"Really? They wanted wheelchair access to a windsurfer launch site?"

"You got it, Max. A classic case of rectal-cranial inversion. The city gave back the money for the project that was already in the pipeline."

"Wow," was all I could say.

"Coastal Conservancy and Water

Trail administrators have also made themselves look very silly by promoting trailheads in problematic locations, and then totally ignoring the obvious potential of existing facilities. Think historic

### Lee's ideas to Make Boating More Eco-Friendly

- "It's the exhaust, stupid." We need a very stiff carbon tax on marine fuel. Even "clean diesel" engines do not help the carbon footprint — only reduced consumption of fossil fuel does that.
- No more subsidies for launch ramps on remote lakes or any body of water far from population centers. They encourage use of polluting tow vehicles. You can't separate the boat from the tow vehicle — they are both part of the same activity. Launch ramps need to charge a fee that reflects the typical environmental load of the tow process.
- On-site storage for small craft, especially at urban waterfronts. This enables non-vehicular access, or small-vehicle access, and saves driving miles by allowing direct work-to-boat access instead of work-to-home-to-get-boat-to-water trips.

ships, marinas next to hotels, parks that already have campsites. They all work great as stops on multi-day trips. Even ferry terminals, on weekends, would be good kayak put-ins because they already have docks, bathrooms and lots of parking. But then the Sierra Club, Audubon

and ADA advocates have been looking even more silly by taking unreasonable obstructionist positions and blocking access projects that would ultimately advance their causes. I mean, you can hardly find a kayaker who isn't also a birder."

"Good rant," I offered, "especially coming from a known enviro-lefty like you."

"Gotta run," Lee said after a glance at her watch.

"Good luck in the race," I said. "Hope it's worth all the hassle getting here."

"It will be for sure if I can get on the crew for the race to Hawaii next year."

"You'll make the cut," I assured her. "Just don't bring up the 'green boat' award they give out for the most environmentally conscious boat management on long races."

Lee rolled her eyes. "That's a rant for another day."

— max ebb

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# THE RACING

Racing up and down the coast has gotten hot and heavy. We'll explore the goings-on, from Newport Beach's **Governor's Cup** to the **Fiesta Cup** in Santa Barbara to the **Whidbey Island Race Week** in Puget Sound. On the Bay, we'll check out the **Santa Cruz 27 Nationals**, the **Silver Eagle**, the **Westpoint Marina Regatta**, and the **Twin Island**. Don't worry, we'll also thoroughly explore the **Plastic Classic's** infamous T-mark, and other goodies in **Race Notes**.

## Santa Cruz 27 Nationals

Set just off the Richmond Riviera and hosted by Richmond YC, the Santa Cruz 27 fleet held their 36th National Championship June 29-July 1. The fleet of 14 boats experienced relatively mellow (by San Francisco standards) southwesterly breeze ranging from 10 to 20 knots and mostly flat-water sailing.

Right from the first gun, Joe Hagen and John Ross's *Gotcha* provided a master class on how to win a regatta, reeling off four bullets over the first two days, followed by a third in the 16-mile long-distance race, and another bullet in Sunday's first race to earn a bye for the seventh and final race of the regatta. Second fell to Santa Cruz' James Clappier aboard *Furthur* with local Sherry Smith on bow, while third place ended up a three-way tie on points with perennial class champion Rob Schuyler taking the last step on the podium.

As nearly the entire fleet traveled up from Santa Cruz to do the regatta, at least one road king did make it to town for the event: '07 Round the County overall winner David Garman drove his *Giant Slayer* down from Burien, WA, but could muster only a 10th overall in this event.

— dave wilhite

sailing, so that you could set your DVR, get up early, call in late to work, arrange to meet the blokes at an early-opening pub (London is eight hours ahead of Pacific Daylight Time), or whatnot. However, NBC won't be airing any sailing events on broadcast or cable TV. None. That is apparently reserved for the real sports, such as . . . *ahem* . . . table tennis.

However, with a decent internet connection you'll still be able to watch any and all sailing events at [www.NBCOlympics.com](http://www.NBCOlympics.com). The streaming coverage will be available online and in a dedicated mobile app. For everything else Olympics, including the schedule of events and results, see [www.london2012.com](http://www.london2012.com).

— latitude / chris

## Governor's Cup

Tim Coltman, James De Lisle and Adam Middleton won the Governor's Cup International Youth Match Racing Championship July 17-22, after clawing their way up from seventh place following the round robin finish. Five teams tied at second in the first round robin, with San Diego YC's Nevin Snow, the defending champion, in first place. In the quarter finals, Coltman was able to defeat the fifth and sixth place teams and move up to the top four. Then in three straight races he defeated Snow,



Trophy went to Jakob Klitte, Felix Mossberg and Fredrick Hoije from Göteborg Kungliga Segel Sällskap, the first team from Sweden to sail in the Governor's Cup. They weren't comfortable on the first day in the ocean waves, but gained confidence with experience. See [www.balboayachtclub.com/GovCup](http://www.balboayachtclub.com/GovCup).

— latitude / chris

## Plastic Classic Regatta

Bay View Boat Club's signature event, the Plastic Classic, was held in the South Bay on July 14. If you were part of the inaugural event 28 years ago, you'd have noticed that the cheese factor hasn't diminished since the first boats rounded the so-called 'T Mark', which featured ground-breaking San Francisco topless dancer Carol Doda.

A few things have changed over the years, though. Boats must have been designed more than 25 years ago, but this opens the door to the likes of Olson 25s — which had their own division — Tartan Tens, Soverel 30s, Hobie 33s, and so on. Tritons still have a one design, and you can still find other old Pearson designs,



Lasers take to the water during training at the Weymouth and Portland Olympics venue on July 23.

## SANTA CRUZ 27 NATIONALS (6/29-7/1)

- 1) *Gotcha*, Joe Hagen/John Ross, 8 points;
- 2) *Furthur*, James Clappier, 13; 3) *Hanalei*, Rob Schuyler, 28T; 4) *Don Quixote*, Craig Smith, 28T; 5) *Variety Show*, Barry Whittall, 28T. (14 boats)

Full results at [www.sc27.org](http://www.sc27.org)

## Olympic Sailing on TV (sort of)

We'd planned to use this space to tell you about NBC's TV schedule for Olympic

leading to the finals against David Hazard of RNZYS. Again Tim and his Kiwi team from Royal Port Nicholson YC prevailed.

The competition included many close finishes, dramatic mark roundings and excellent tactics. Balboa YC of Corona del Mar hosted 12 teams, who competed in 3-15 knots of breeze. The first day included some brisk winds, waves and cool weather. The Chet and Glee Purcell Sportsmanship



**Racers in the Santa Cruz 27 Nationals enjoyed beautiful Bay sailing conditions.**

such as the Electra and Commander, among the entries. Gary Mull-designed Ranger 23s had enough boats to qualify for their own division, but some of them perhaps waited too long to register, so they sailed in a PHRF division. This year, 51 boats started in 7 divisions.

Bay View Boat Club, down by Pier 54 in their funky yellow building and rambling waterfront garden warmed by a pot-bellied stove, is no longer surrounded by aging boatyards. Instead, a tall forest of modern glass biotech buildings has sprung up in the old Mission Bay neighborhood, dwarfing the clubhouse and giving it the air of a maritime treasure spared from destruction.

Carol Doda has, of course, moved on (she's now running a lingerie shop in San Francisco), but the T Mark is still there, tucked into the cove in front of the club, filled with girls flashing the sailors, trying to distract them from setting their spinnakers. Racers must round the T mark twice, and then finish there.

The forecast called for the usual 15-

knot westerly. But the weather was surprisingly warm and sunny, and a light easterly wafted across the race course. At 12:50, five minutes before the first gun, the race committee threw in a postponement, to "wait for the wind to come from the right direction." They know their race conditions, and sure enough a moderate westerly filled in and the sequence began 25 minutes late. "We got lucky," said committee member Arjan Bok. "The weather forecast had been crappy, calling for overcast skies. Fortunately the weather gods didn't pay attention and set up a fantastic day for South Bay sailing."

If you've raced close to shore in San Francisco's South Bay, you'll be familiar with the "swirlies," random, gusty wind shifts that swirl around the

new tall buildings, and you'll know that out in the middle of the South Bay the wind is the strongest. Those things were true on race day. The 11-mile course takes sailors on a couple of big loops around the racing area (like a big triangle-sausage). The boats had a reasonably fast race and the sailors were ready for the party by late afternoon.

— [www.norcal sailing.com](http://www.norcal sailing.com)

#### PLASTIC CLASSIC REGATTA (7/14)

PHRF < 120 — 1) **Spirit of Elvis**, Santana 35, Lewis Lanier; 2) **Breakout**, Santana 35, Lloyd Richey; 3) **Vento**, Swan 391, Greg Arkus. (6 boats)

PHRF 120-169 — 1) **Phantom**, J/24, John Gul-liford; 2) **Lazy Lightning**, Tartan Ten, Tim McDona-ld; 3) **Pilot**, Islander 36, Paul Zingaro. (7 boats)

PHRF 170-199 — 1) **Wings**, Columbia 5.5, Michael Jackson; 2) **Serendipity**, Cal 29, Philip Hyndman; 3) **Jaguar**, Columbia 5.5, Keith Rarick. (12 boats)

PHRF 200-230 — 1) **Crazy Horse**, Ranger 23, Nick Ancel; 2) **Sparky**, Catalina 25, Paul Zell; 3) **Pajarito**, Ranger 23, Jack Sheehy. (8 boats)

PHRF > 230 — 1) **Constellation**, Islander Ba-hama, John Lincoln; 2) **Nemesis**, Pearson Com-mander, Jeff & Pat Sullivan; 3) **Spray**, Coronado 25, Ray Kytte. (7 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner; 2) **Synchronicity**, Steve Smith; 3) **Shadowfax**, Mark Simpson. (4 boats)

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Rascal II**, Norm Thomas; 3) **Sanctuary**, Ian Elliott. (7 boats)

Full results at [www.plasticclassic.com](http://www.plasticclassic.com)

#### **Whidbey Island Race Week**

Staged at Oak Harbor, roughly 50 miles north of Seattle, Whidbey Island Race Week is not only the biggest annual regatta in Washington State, but it's one of the few anywhere in the U.S. that has a full week of events, with five solid days of racing — and nightly parties, of course.

**Carol Doda's influence lives on at the Plastic Clas-sic's notorious T-mark.**



# THE RACING



ALL PHOTOS COURTESY WHIDBEY ISLAND RACE WEEK



**Racing Puget Sound style — (clockwise from top) Mt. Baker served as a majestic backdrop to the annual Whidbey Island Race Week; spinnakers are used a lot during Pacific Northwest summers; a big thumbs up; flat water makes for easy, if competitive, racing; going commando; family fun on a 1D35; tight formation; who says it always rains in Washington?**

The 30th edition of Race Week drew 115 entries from seven states and two Canadian provinces, not to mention a team from Australia. Throughout the week the action centered around Oak Harbor YC and Marina, with many teams camped out on the lawn, literally stumbling distance from their boats. Race Committee staff from Seattle's Corinthian YC handled race management.

The fleet was a mix of five one-design — J/105s, Melges 24s, Vipers, Super 30s and Thunderbirds — and six PHRF divisions. Roughly 45 boats were trailered in.

As is typical, there was a good mix of moderate to light breeze with periods of calm — one so thoroughly still that the event's publicist, Liza Tewell, likened it to being stuck in the Twilight Zone.

With a minimum of eight races per

division, scoring was extremely close in several groups, with a number of ties being decided by the throwout. Such was the case among the Vipers, where Ed Feo's Alamos Bay YC-based *Locomotion* squeaked by local favorite Garret Johnson's *KAA* from Anacortes YC — this was the one design's Pacific Coast Championship.

In the venerable Thunderbird class the tie between Craig Burnell's *Predator*, from Seattle's Corinthian YC, and Duncan Stamper's *Sunday* was decided by bullets — Burnell's three to Stamper's one.

As Tewell wrote, "The top three PHRF classes duked it out like a rumble on the water." In the big boat class, John Hoag's 1D35 *Shrek* and Herb Cole's Melges 32 *Ballistic* finished first and second in the big boat class, one point apart.

If you've never sampled the magic of the Northwest in the summertime, consider attending the 31st edition of WIRW next summer: July 14-19. With a new (as yet undisclosed) title sponsor lined up, it's expected to be bigger and better than ever.

— latitude / andy

## WHIDBEY ISLAND RACE WEEK (7/15-20)

**SUPER 30** — 1) **Prowler**, Kirk Leslie, 20 points; 2) **Charlie Mike**, Charles Rice, 23; 3) **Nefarious**, Daniel Randolph, 25.5. (9 boats)

**MELGES 24** — 1) **Gravy**, Tom Norris, 18 points; 2) **Wiggle Room**, Chris Johnson, 25; 3) **Pickled Beets**, John Rahn, 25. (5 boats)

**J/105** — 1) **Delirium**, Jerry Diercks, 14 points; 2) **Free Bowl of Soup**, Doug Schenk/Eric Hopper/Matt Davis, 24; 3) **Jubilee**, Erik Kristen, 25. (8



boats)

VIPER 640 — 1) **Locomotion**, Ed Feo, 26 points; 2) **KAA**, Garrett Johns, 26; 3) **The F.N.G.**, James Sears, 30. (10 boats)

THUNDERBIRD — 1) **Predator**, Craig Burnell, 25 points; 2) **Sunday**, Duncan Stamper, 25; 3) **Compound X**, Kyle Henehan, 31. (16 boats)

PHRF 2 — 1) **Diva**, J/109, Jim Prentice, 10 points; 2) **Uno**, Sierra 26x, Brad Butler, 16; 3) **Astral Plane**, J/109, S. Adam Korbin, 18. (11 boats)

PHRF 3 — 1) **Slick**, J/29, Bob Mayfield/Pat Nelson, 8 points; 2) **Dangerous When Wet**, Davidson 30, Bryan Agnetta, 9; 3) **Shoot the Moon**, IOR 2 Ton, Donald Wills II, 23. (11 boats)

PHRF 8 — 1) **Ogopogo**, Dart, April Butler, 11 points; 2) **Octopussy**, Rocket 22, Chris Lloyd, 15; 3) **South Lake Union Trolley**, Rocket 22, Aaron Leskosek, 22. (9 boats)

PHRF 9 — 1) **Blue Martini**, Olson 911, Laney Gale, 7 points; 2) **Bodacious**, Beneteau 35s5, J. Rosenbach, 15; 3) **Kowloon**, Olson 911, Ken Chin, 21. (8 boats)

PHRF 10 — 1) **Dragonfly**, Martin 241, Karen Anderson, 7 points; 2) **Magic Juan**, San Juan 24,

Shannon Buys, 22; 3) **Skookum Too**, Martin 241, George Brown, 29. (10 boats)

PHRF 0 — 1) **Shrek**, 1D35, John Hoag, 10 points; 2) **Ballistic**, Melges 32, Brad Cole, 11; 3) **Radical Departure**; 1D35, Andre Wojcieszek, 27. (9 boats)

Full results at [www.whidbeyislandraceweek.com](http://www.whidbeyislandraceweek.com)

### BAMA/IYC Silver Eagle Race

Although the Silver Eagle Race is a shadow of its former self, BAMA and the Island Yacht Club have managed to find a formula that works well even if they still have yet to attract the massive fleets of the '80s. The new shortened course starts off the Cityfront and moves on to the Central Bay before heading north up to the entrance of the Petaluma River. It then heads back south, past AT&T Park, for a lap of the South Bay before finally snaking its way down the Estuary to finish at the Island YC.

Fifteen boats in two divisions — Monohulls and Multihulls — started in

cool, foggy conditions off the shore at the Golden Gate YC on June 30. With only a five-minute head start on the short beat up to Blackaller buoy, the eight-boat Monohull fleet was quickly over-run by three big cats: Urs Rothacher's SL33 *Bridge Runner*, Jerome Ternynck's Extreme 40 *SmartRecruiters* and Ian Klitza's Howard Spruitt-designed D Cat *Rocket 88* which rounded the mark *en masse*. Considering they have an average rating of -99, perhaps these *uber* beach cats should have been given the first start.

Sailing her first race, *SmartRecruiters* performed beautifully, completing the 48-mile course in just over four hours and crossing the line first. "I think I used up more adrenaline in the last four hours than I have in the last year," laughed Ternynck. Crewman Jonny Goldsberry added, "And the fact that we almost stuffed the boat twice late in the race probably didn't help either."

# THE RACING

Bill Roberts' Berkeley-based Corsair 31UC tri *Emma* finished last in elapsed time but corrected out first both in fleet and overall. "This was *Emma's* best race ever," Roberts said. His crew consisted of local multihull sailors Bill Cook and Dan Mone, and the trio profited from a rating that takes advantage of a reaching course with little windward/leeward work. "*Emma* took first both because the conditions suited her and because of the very large handicap corrections," Roberts noted. Indeed, *SmartRecruiters* owed *Emma* almost 2.5 hours, a delta Roberts easily cleared. *Rocket 88*, correcting out to second, was a distant five minutes behind.

Over in the Monohull division, Daniel Alvarez's JS 9000 *JetStream* was the only monohull to correct out over any of the multihull fleet. Their first in division easily outmatched any of their direct competitors in dominating fashion, and they finished third overall on corrected time.

The wind stayed fairly consistent all the way around for this year's event, and every boat in the fleet had finished



STEVE GREEN

**Multihull division winner 'Emma' eases across the line in the Silver Eagle Race.**

before the end of happy hour. With such a great course to sail — what a great way to experience different parts of the Bay in a day — this race is one that everyone should put on their calendar.

— *dave wilhite*

## SILVER EAGLE RACE (6/30)

MONOHULLS — 1) **JetStream**, JS 9000, Daniel Alvarez; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Always Friday**, Antrim 27, John Liebenberg. (8 boats)

MULTIHULLS — 1) **Emma**, Corsair 31UC, Bill Roberts; 2) **Rocket 88**, Spruitt D Cat, Ian Klitza; 3) **Ma's Rover**, Corsair F-31, Mark Eastham. (7 boats)

Full results at [www.sfbama.org](http://www.sfbama.org)

## **Westpoint Marina Regatta**

The 4th Annual Westpoint Marina Regatta, sponsored by the Sequoia YC and the Westpoint Harbor Marina with ongoing support from Treasure Island YC, was held July 21 with 19 boats starting. The race starts on the northeast side of Treasure Island, rounds Alcatraz to port, and finishes at the entrance to Redwood Creek in the South Bay for a total distance of 25 miles. The race has three divisions: Spinnaker, Non-spinnaker, and for the first time this year, Multihull.

Race conditions couldn't have been better. Multis started at 12:05 with 15 knots of wind from the west, and by



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12:15, the entire fleet was off and beating to round Alcatraz. Winds increased to 20 knots in the vicinity of The Rock and, as in previous years, choosing a successful strategy to round the island was key to success. Many boats tacked early only to discover that the current had other ideas. Finding a way around the bell buoy to the west of Alcatraz was no easy task and, to add an additional challenge, the Liberty Ship *SS Jeremiah O'Brien* was steaming west on the north side of Alcatraz just as many of the boats were tacking across. Seeing that big screw churning the water was indeed imposing and many boats lost precious ground by having to alter course and pass astern.

Once around, all the boats were treated to a great downwind ride on the flood. The next big decision was whether to sail to the east of the San Bruno shoal to shorten the distance or to sail to the west to take advantage of the current in the channel. Spinnaker and whisker poles were extended on the ride down the Bay, and although wind was not an

issue for the race in general, a few boats sailed into light air while watching their fellow racers sail by. The San Mateo Bridge was the final landmark on the way to a finish at the entrance to Redwood Creek.

Darren Doud's trimaran *Roshambo* took first place in the multihull division, Nico Popp's *Dare Dare* topped the spinnaker division, and Dan Doud's *Pole Cat* took the non-spinnaker division. After the race, the sailors swapped stories and toasted the winners at Sequoia YC's Island Time Party.

— tim peterson

WESTPOINT MARINA REGATTA (7/21)

MULTIHULL — 1) **Roshambo**, Corsair 31R,



HANS SPANJAART

**Class winner 'Dare Dare' shows winning form in the Westpoint Marina Regatta.**

Darren Doud; 2) **Ma's Rover**, Corsair F-31, Mark Eastham; 3) **Peregrine Falcon**, Corsair F-27, Bill Gardner. (4 boats)

SPINNAKER — 1) **Dare Dare**, Jeanneau 32, Nico Popp; 2) **Melilani**, J/105, Richard Butts; 3) **Lucky Duck**, Wylie 34, Paul McCarthy. (7 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud; 2) **Iowa**, Hunter 380, Rick Dalton; 3) **Pizote**, Santana 30, John Ryan. (8 boats)

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

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# THE RACING

## Twin Island Race

15-0-25+. Those were the wind speeds in knots around the course for Sausalito YC's Twin Island Race on July 21. Nineteen boats ran the course from Knox to Yellow Bluff, then around both Alcatraz and Angel Islands — racers got to choose which way to go.

The breeze was hitting 15 knots from the start to Yellow Bluff to Alcatraz and behind Angel Island. Then the zero-knot parking lot behind Angel Island shut everyone down for upward of an hour. But that's the nature of this race, and those conditions determined the winning boats. Those who chose Raccoon first sat in the parking lot longer — and had to deal with an adverse current.

Several boats DNF'd after a tanker forced their hands and made them start their engines to avoid a collision. The beat back up Raccoon and around Yellow Bluff for the second time required heavy-air skills for the breezes that reached 25+ knots.

The weather could not have been better. Warm, sunny skies lasted all day, and while jackets were worn on the upwind legs, the rest were sailed in



ROXANNE FAIRBAIN / FOXSHOTS.SMUGMUG.COM

**Twin Island dished up schizophrenic conditions.** shirtsleeves.

Of course, the Greek small plates and regatta beer back at the club were a welcome finish to the day. Oh, and the endless discussions about why each boat made choices on which way to go — and how to get through the parking

lot behind Angel.

Both division winners — Trig Liljestrand on *Ragtime* and Dave Borton (with Dean Borton as skipper) on *French Kiss* — went to Alcatraz first.

— *syc race committee*

## SYC TWIN ISLAND RACE (7/21)

SPINNAKER — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Jazzy**, 1D35, Bob Turnbull; 3) **Tartan**, Tartan Ten, Robert Lanzafame. (8 boats)

NON-SPINNAKER — 1) **French Kiss**, Beneteau 350, Dave Borton; 2) **Encore**, Alerion 28, Dean Dietrich; 3) **Venture**, Jeanneau 49, Michael Chobotov. (11 boats)

Full results at [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org)

## Santa Barbara YC Fiesta Cup

Santa Barbara YC's 6th annual Fiesta Cup drew eight Farr 40s, eight J/105s and nine Harbor 20s for two days of buoy racing. Morning overcast cleared to sun with breeze into the low teens and 70° temps on both days. A well-attended beach party on Saturday night featured live music, Mexican cuisine, margaritas, and tequila shots.

Santa Barbara-based teams fared



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well. Scott Deardorff, winner of the 1990 Mallory Cup, ran away with Harbor 20 honors aboard *Fling*, and Alex Rasmussen and Ted White's *Free Enterprise* led the J/105 division by a five-point margin.

Going into Sunday, Steve Murphy's Seal Beach YC-based Farr 40 *JoAnn* needed to beat Jeff Janov's leading *Dark Star* in both of that day's races, plus stay ahead of two other boats. Murphy and crew went out and notched two bullets to take the honors on a countback.

— rob grant

#### SANTA BARBARA YC FIESTA CUP (7/21-22)

HARBOR 20 — 1) *Fling*, Scott/Leslie Deardorff, 8 points; 2) *Fleur de Lis*, Al Salzer/Bill Bench, 13; 3) *Cardremmian*, Rich Miller/Tom Kelleway, 19. (9 boats)

J/105 — 1) *Free Enterprise*, Alex Rasmussen, 8 points; 2) *Repeat Offender*, Larry Harteck, 13; 3) *Rockin' n' Groovin'*, John Demourkas, 14. (8 boats)

FARR 40 — 1) *JoAnn*, Steve Murphy, 11 points; 2) *Dark Star*, Jeff Janov, 11; 3) *Viva La Vida*, Bill Durant/Jeffrey Shew, 13. (8 boats)

Full results at [www.sbycracing.org/2012-fiesta-cup](http://www.sbycracing.org/2012-fiesta-cup)

#### Race Notes

Allan Hadad of Oakland YC won the **Boreas Race** overall and the cruising class with his Hunter 34 *Alchemie*. The race departed from San Francisco Bay on June 30 and arrived at Moss Landing on July 1, with a stop at Half Moon Bay along the way. First in PHRF was Steve Smith's Olson 25 *Synchronicity* from Half Moon Bay YC, and John Dunn's Piver Victress 40 trimaran *Golden Vanity* out of Elkhorn YC won the multihull division. For results, see [www.elkhornyc.com/races.htm](http://www.elkhornyc.com/races.htm).

Hanne Weaver of Gig Harbor, WA, locked up an impressive victory over a field of 48 Laser Radial sailors in the **US**



ROB GRANT

The crew of Gordon Leon's L.A.-based Farr 40 'Foil' gets into the Fiesta spirit at Santa Barbara YC's Fiesta Cup, which drew Farr 40s, J/105s and Harbor 20s on July 21-22.

**Junior Women's Singlehanded Championship** on July 6-12 at Chicago YC. The well-trained and fit Seattle YC member hopes to compete in the Miami OCR next winter, make the US Sailing team, and then qualify for the 2016 Olympics. For more, see [www.ussailing.org](http://www.ussailing.org).

— latitude / chris

# JAZZ CUP

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# WORLD

With reports this month on **An America's Cup Warhorse, Now Chartering on the Bay**, a reminder about **World Series Viewing Options**, a look at **Segueing Into the Charter Biz**, and miscellaneous **Charter Notes**.

## An America's Cup Experience Accessible to All

Since the entire Bay Area is abuzz with America's Cup excitement this month, it's the perfect time for us to profile a longtime A-Cup competitor and one of the boats he campaigned aboard: the 84-ft monohull *USA 76*, which is now available for charter on San Francisco Bay.

Few other sailors have had a longer connection to the America's Cup than Brad Webb, 38, a New Zealander who now calls San Francisco home. He's an active member of Oracle Team USA, and AC 34 will be his sixth Cup campaign — his fourth with Oracle.

Having learned to sail at age 12 in New Zealand's Wellington Harbour, he gradually worked his way up to international recognition, eventually being recruited to crew — primarily as a bowman — in world-class events. Brad's bio on the Oracle Team USA website explains that during the past 12 years he's competed in more than 140 events across 16 countries. Highlights of his resume include wins at the 2002 Swedish Match Tour Championship and the 2004 Match Race World Championship.

But probably the most distinctive factoid that can be ascribed to him is that he — being bowman — was the *first* member of BMW Oracle's 2010 America's Cup crew to feel the glow of victory as the team's 90-ft wingsail trimaran *USA 17* crossed the finish line of the final race, beating the Swiss defender *Alinghi*.

**"Put your backs into it boys!" Not many recreational sailors have ever laid their hands on coffee grinders like these.**

While in Valencia battling for that win, he got reacquainted with *USA 76*, a boat he'd raced on during the Louis Vuitton challenger series for the '03 Cup. The big black sloop won 21 of 33 races as she advanced through the series, and was the only boat to beat Team Alinghi's *SUI 64* twice. As AC buffs will remember, though, the Swiss ultimately became the sole challenger that faced defending Team New Zealand, sweeping the series 5-0.

Later that year, Webb sailed aboard *USA 76* here on the Bay during a unique Oracle-Alinghi rematch called the Moët Cup. In typically windy Bay conditions, the Americans won both the pro- and owner-driver series.

Webb recalls that while in Valencia in 2010 he began thinking about life after the America's Cup. "If my AC career came to an end, I'd need to find something else to do, but I wanted to do something that was AC-related.

"It occurred to me that with all the AC history related to the Bay Area, there was really no tangible connection to the AC in the city." That's when the idea was hatched to buy *USA 76* and run her as a charter boat on the Bay to give amateur sailors, as well as complete non-sailors, a taste of the fast action aboard a world-class carbon-fiber racing machine.

True, she's not a lightning-fast catamaran like those that will race here this month, but her design was state-of-the-art only a few years ago, and when she's put through her paces on a breezy day, guests definitely get a sampling of the adrenaline-fueled excitement felt by Cup competitors.

Perhaps the most impressive design characteristic of International America's Cup Class boats such as *USA 76* is their windward ability.

"She can go upwind at 10.2 knots, sailing at about 17-19° apparent (about 35° true)," says Brad, "and about 13-15 downwind (without a spinnaker)." That's undoubtedly the



ALL PHOTOS: JEREMY LEONARD / WWW.SURFCITYRACING.ORG

fastest ride on a displacement monohull that most guests will ever have.

Based on the Cityfront at Pier 39, *USA 76* offers scheduled two-and-a-half-hour daysails every Wednesday, Friday, Saturday and Sunday, in addition to special custom charters and team-building programs.

The demands of Brad's AC commitments keep him from going along on many charters these days. In his absence, *USA 76* is in the capable hands of Captain Jon Buser. Years ago he did a stint aboard two other veteran America's Cup vessels run as charter boats out of San Diego, *Stars and Stripes* (*USA-34*) and *Abracadabra* (*USA-54*). He later served as a deck officer in the Coast Guard.

"On a typical daysail," Jon explains, "we usually reach up to Fort Baker (beneath the north end of the Golden Gate), across to Crissy Field, down the waterfront and back up to Blackaller (buoy).



# OF CHARTERING



**Spread:** *Apropos of the imminent America's Cup World Series action, 'USA 76' blasts across the Bay. Inset: Brad shares his expertise.*

So guests get to cover a course similar to what the AC45s will race, and see the sights from the same perspective. And we always try to give everyone a turn at the helm."

In competition, *USA 76* carried a crew of 17. As a charter boat she's now licensed to carry 20 passengers along with four professional crew. But as Brad explains, the process of getting her Coast Guard-certified to carry that number was complex and costly.

Most changes were safety-related, of course, as they tried to keep her as close to her racing trim as possible. Among other upgrades, an engine was installed, safety rails were added around the cockpit, and watertight bulkheads were installed below decks. To compensate for the added weight of all these additions, keel ballast was reduced by 2,000 lbs.

In addition to taking turns at the helm — even steering through tacks — guests are also encouraged to try their hands at hoisting and furling the sails, and muscling the original 'coffee grinder' winches during tacks.

The boat attracts all sorts of guests, from first-time sailors who barely know one end of the boat from the other, to diehard A-Cup fans who cheered this very boat during the New Zealand races years ago. As Jon says, "For many guests, it's a 'bucket list' experience." And although other A-Cup boats are available for charter elsewhere, few if any can offer sailing conditions and scenery comparable to the Bay's.

Purpose built for edgy competitive sailing, it's no surprise that roughly half of *USA 76*'s charter bookings are focused

**"All together now!" It takes teamwork to sail a racing machine like this. But, of course, that's part of the fun.**



# WORLD

on team-building exercises. "You can imagine how teammates egg each other on," says Jon, "especially when paired up on the grinders."

It all sounds like great fun to us, and we're thrilled that this venerable war-horse has joined the Bay's charter fleet. In fact, we can't wait to get behind her wheel ourselves one of these days. (For more info or reservations, visit [www.acsailingsf.com](http://www.acsailingsf.com).)

— latitude/andy

### The Cup Action Cometh: Get an On-the-Water Perspective

Needless to say, viewing this month's America's Cup World Series from the cockpit of USA 76 would be a very classy way to take in the show. But if she's not available we should remind you that the Bay Area's charter fleet has many other options.

We've been debating the merits of the various AC viewing options: with the spirited crowds on the Marina Green or at Crissy Field, watching at home on the TV where we can take in the whiz-bang graphics that define wind pressure and



JEREMY LEONARD / WWW.SURFCITYRACING.ORG

**The size of the gear on 'USA 76' gives you an idea of the forces at work when she's fully loaded up in race mode.**

tacking angles, or out on the water at the periphery of the no-go zone. While each option has its own pros and cons, we'd ultimately love to be out on the water — even if we could only catch quick snip-

pets of the action. Like being part of the roaring crowds out in the bleachers at a World Series game, there's an undeniable attraction to being able to say you witnessed the show first-hand, as close to the action as you could get.

But when we think back on all the KFOG Kabooms and Fleet Week air shows we've taken in from our own boat, we're reminded that we always end up missing most of the action because we're kept busy looking out for absent-minded powerboaters and distracted sailors.

Perhaps you can relate to this dilemma. If so, we think the solution is obvious. Instead of taking out your own boat and having to be responsible for the safety of your guests, why not corral a group of close friends and book spots aboard a big comfortable crewed charter boat? As you'll see if you peruse the comprehensive charter fleet listings at [www.latitude38.com](http://www.latitude38.com), the options are many, and some are big enough that their decks will allow you to look right over the tops of the ruffraff (obnoxious jet skis and runabouts, that is).

— latitude/andy

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# OF CHARTERING

## Working in Paradise: An Unlikely Partnership

Ever wonder how professional charter crews get into the industry? Here's a profile of a successful couple we met recently that you may find inspiring.

Glenn and Angela (pictured on their wedding day last January) actually met on Maui where they were both working for a daysail charter company.

Prior to being lured to tropical lifestyles, Glenn spent 12 years doing ski patrol and avalanche rescue on the slopes of Telluride, CO. But when he felt the need to thaw his toes in warm waters, he returned to his first love, sailing, and for the past 10 years has been captain of both power and sailing yachts in the Mediterranean, Pacific and Caribbean.

Meanwhile, Angela's career path revolved around her culinary skills. In addition to running her own catering company, she has been an executive chef for numerous restaurants, as well as a corporate pastry chef for Y. Hata & Co., the largest food service distributor in Hawaii.

Glenn and Angela decided to combine



LYNN RINGSEIS

*Years ago, Glenn and Angela never would have dreamed they'd end up working on charter boats. But it suits their skills perfectly.*

their skills in the crewed yacht industry and purchased *Caribbean Dream*, a roomy Leopard 47 cat based in the British Virgin Islands. One sweet reward for their efforts was chef Angela's winning 1st place in the "best use of locally grown organic coffee" culinary contest at the BVI Charter Boat Show in November

2011, with her trio of coffee-infused desserts.

*Caribbean Dream* offers all-inclusive charters. If the sound of Angela's Mandarin Chocolate Torte or Coffee Cognac Crème Brûlée sounds enticing, consider letting these two newlyweds sail you around the BVI — and spoil you with their pampering service!

(Book them through your favorite charter broker, or email them directly at [info@SailCaribbeanDream.com](mailto:info@SailCaribbeanDream.com).)

— Lynn Ringseis

### Charter Notes

As we flip the calendar to August we're shocked to realize summer is half over already. But then we're reminded that some of the **best sailing days** of the year — weatherwise — usually occur in September and October when the **marine layer is usually absent**, skies are sunny and the breeze is steady. Needless to say, a great time to get out in your own boat or to book a special-occasion charter with family and friends on one of the Greater Bay Area's professionally run charter boats. As mentioned earlier,

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# WORLD OF CHARTERING

you'll find **comprehensive listings** at our website.

The approach of fall also reminds us that right now is the ideal time to plan and book your **winter sailing vacation**. As we always advise: pick a group of fun-loving friends, agree on dates and a destination, then lock it in with deposit checks from everyone — that way they'll all be equally invested in the idea and will build their lives around it. (We can tell you from personal experience that without that deposit check, even close friends might leave you hanging.)

If the ideal time for you to make a winter getaway is over **Christmas and New Year's**, we'd advise you to waste no time before you lock in both a boat and air fare. Not only does booking early give you the best choice of boats, but you can save a bundle on flights, compared to booking, say, a month prior.

These days it's easier than ever to make cost comparisons on travel web-



JULIE TURPIN

**Where's Andy this month? No charters are on his August calendar, but he'll be sharing insider tips at the Corinthian YC August 1.**

sites like *kayak.com*, but be aware that you can sometimes find the best fares if you (pay the fee to) talk directly with an agent. Due to **seasonal special deals**, we've found that sometimes you can save hundreds of dollars by routing through key gateways like New York or D.C.

Want to use **frequent flyer miles**? Good luck. For this winter, it may al-

ready be too late. After getting burned more than once (due to expiring miles) we now try to use them sooner rather than later. So if you can't find availability in coach, consider using your miles for an upgrade to business class. You'll love the added comfort and wiggle room — and at least you'll get some value out of your hard-earned miles.

Yacht chartering has been a journalistic specialty of this writer for roughly 25 years. So I wasn't too surprised when **Tiburon YC** invited me to give a seminar on **Yacht Chartering Worldwide, August 1 (7 p.m.)** as part of their speaker series.

If you're reading this, you're probably a fan of charter vacations too, so please join me for a fun evening of information, tips and anecdotes gleaned from charter trips in many far-flung destinations. If the talk doesn't inspire you, the photos will!

— *latitude/andy*

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# CHANGES

With reports this month from a skewered captain on **Mintaka** in Costa Rica; from **Migration** on new nav aids at Minerva Reefs; from the crew of **Hyppo** on a passage from South Africa to Florida; from **Narwhal** on billing problems at Marina Mazatlan; from the **Wanderer** on the 'new Ensenada; from **Kailani** on a nonstop passage from San Francisco to Tonga; and **Cruise Notes**.

## Mintaka — Triton 28

Stefan Ries

### Harpooned by a Needlefish (Riviera Nayarit)

I'm in stitches. I'll tell you why.

After spending two quiet and relaxing days at Costa Rica's beautiful Bahia Santa Elena, where there is nothing but



Stefan Ries.

glorious solitude, I left to go surfing at Ollie's. As I sailed outside the bay and got into the good wind, I turned around to adjust the wind-vane. As I did, I suddenly felt a great pain in my thigh, and noticed a two-foot-long needlefish

flapping wildly around on the now bloody cockpit sole.

I threw the fish overboard, then checked my thigh for damage. I was shocked to find a single entry point on the outside of my left thigh, and two exit holes on the inside of my thigh. One of the exit holes still had part of the fish's jaw sticking out. WTF!

So I'd been speared, I presume accidentally, by the needlefish. I'd seen them skim over the water's surface and get airborne many times before, but not with the intent to harm. The one that got me was characteristically long and thin, and had lots of sharp teeth.

Using pliers, I pulled the upper part  
**If you wonder why they call them needlefish, and how one could penetrate a thigh, this photograph might help.**



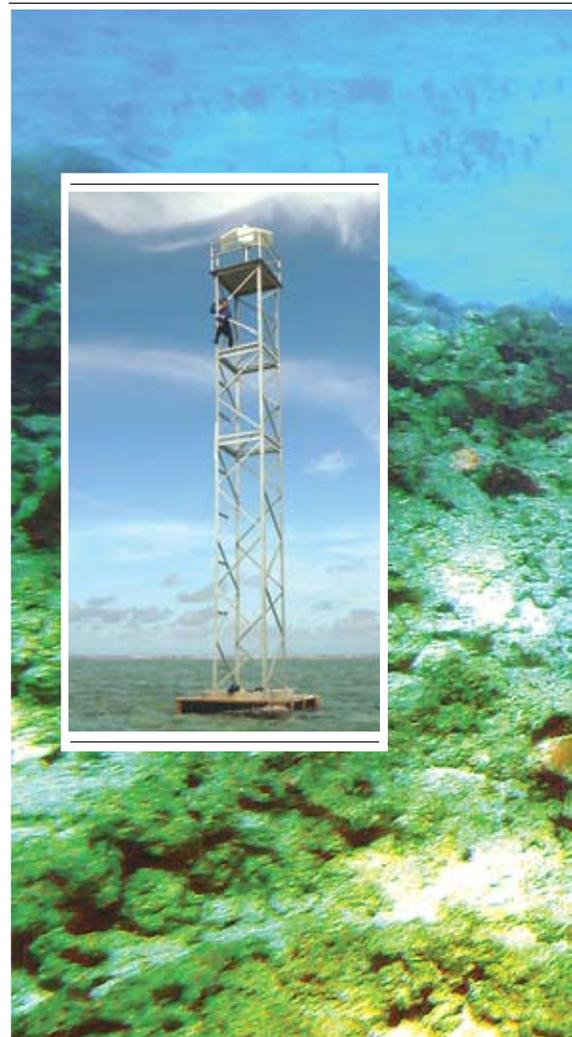
NED FISHMAN

of the needlefish's jaw out of my thigh. It was two inches long. The lower jaw didn't stick out of my thigh, but was poking against my skin next to an exit hole. I wanted it out, so I worked my skin around until the tip stuck out the hole. Using the pliers again, I was able to get most, but not all, of the rest of the jaw out. I then poured alcohol over the wounds, put gauze in the holes, and covered it all in bandages. I managed to stop most of the bleeding, and the pain was tolerable — as long as I didn't use my left leg too much.

I then had to decide where to get medical help. The wind was blowing about 15 knots out of the east, and while I tended to my wounds my boat had sailed nicely downwind under jib alone. I was about 15 miles upwind from the park ranger headquarters at the Murcielagos Islands, or I could sail eight miles upwind to Juanquillal. I kept sailing downwind, as it was much easier, and hoped some rangers would be at the headquarters. If not, I would have to continue on another 20 miles to Playa Coco.

I tried calling the rangers on 16, but later learned they couldn't answer because their VHF 16 didn't work. But when I got to the anchorage and saw their *panga* in the water, I knew they were there. They responded to my air horn, and were alongside before I got my hook down. After I explained my situation, they offered to have one of them take me to the mainland. So I set *Mintaka's* hook, grabbed my small backpack, documents, money and clothes, and jumped into the *panga* with Ronald.

The two of us took off to Juanquillal, which was about an hour away in fortunately lighter winds and smaller seas. Ronald made some calls on his cell, and told me he'd take me to the Coast Guard base at Bahia Tomas, where a Red Cross ambulance would be waiting. The Red Cross folks were true to their word, found that my blood pressure was good, and drove me to a clinic in the town of La Cruz. The doctor probed for the piece of jaw left in my thigh, but couldn't find it. So he closed the wounds with some stitches and had the



ambulance take me to the hospital in La Libra for x-rays.

After looking at the x-rays, the doctor in La Libra said I should have out-patient surgery on Monday, two days later. I left the hospital at 11 p.m. with antibiotics and Ibuprofen, found a hotel a block away, and lay down. But I didn't sleep much. The next day I went to the hospital and paid my bill — all of \$85 — and confirmed my appointment for surgery the next day. I spent the rest of the day in my hotel room watching Spain beat Italy in football.

On Monday morning the surgeon looked at the x-rays, then my thigh, and decided it would be better *not* to operate. He explained that the incision would probably cause more damage than the piece of fish left inside of me.

So I took a bus and then a taxi back to the Coast Guard base, hoping to get a ride out to my boat. Alas, they said they couldn't help me, since I was no longer in an emergency situation. But they



PHOTOS COURTESY MIGRATION

**Spread; Alene stands atop the nav aid destroyed by the Fijians at Minerva Reefs. Inset; Alene atop the Tonga-installed replacement.**

did help arrange for some fishermen in Juanquillal to give me a ride to my boat. The fishermen were super friendly and taught me a lot about fishing. They were headed 100 miles offshore on a two to three-week fishing trip where they go after big fish with long lines.

That's the end of my fish story that left me in stitches. It just goes to show you that one really freaky event — no matter if it's a screw-up on your part or just rotten luck — can change your situation dramatically. My surfing is on hold until everything heals.

— stefan 06/30/12

**Migration — Cross 45 Tri  
Bruce and Alene Balan  
Minerva Reef  
(Northern California)**

We thought *Latitude* readers might be interested in what's going on with

the navigation lights at remote Minerva Reefs. These two small and mostly submerged reefs would be of little importance to cruisers if they didn't provide the only small-boat shelter between the South Pacific and New Zealand. As the weather can be rough along the 1,100-mile passage, their existence has been a godsend to cruisers when the weather has gone bad.

There has been trouble at the Reefs for the last several years. While the small reefs have little inherent value, there are valuable fishing and mineral rights that go with them. As a result, Fiji and Tonga, the bulk of which are both hundreds of miles away, have been fighting over them. Tonga's Exclusive Economic Zone rights to the reefs have been upheld by

the international community, but Fiji has filed a protest.

In '10, the Fijian navy destroyed the navigation light at the entrance to North Minerva in a show of force. It was rebuilt by the Tongans, but a year later the Fijian navy returned to destroy it again. In addition, cruisers who didn't have written permission from Fiji to be there — which meant all of them — were forced to leave.

In early June of last year, two Royal Tongan Navy ships were sent to the Reefs to replace the navigation light at South Minerva, and to reassert Tonga's claim to the territory. There reportedly were Fijian naval vessels in the area, but they withdrew, avoiding what could have been a violent confrontation.

While the fight over the reefs is unlikely to end anytime soon, workers from Tonga's Defense, Works and Transport Ministries recently spent two weeks putting a beacon on South Minerva. Tonga has now spent \$250,000 replacing the two navigation aids.

— bruce 06/05/12

**Hyppo — Tayana 58  
Eva Tanner  
South Africa to Florida  
(Emeryville)**

The trip of a lifetime!

On February 13, Sausalito boat friend Chuck Monark of *Kiyomi*, and I, co-owner of the *Passport 40 Bellavia*, flew to Cape Town, South Africa, to crew aboard the *Tayana 58 Hyppo* from South Africa to Palm Beach, Florida. It would be a *Eva, wearing a snazzy Ha-Ha t-shirt, aboard 'Hyppo' in South Africa, provisioning for "the trip of a lifetime" across the Atlantic Ocean.*



**Alene summits the nav aid that was destroyed.**

COURTESY MIGRATION



HYPO

# CHANGES

distance of 7,278 miles and take 59 days at sea, with stops at St. Helena, Pointe à Pitre (Guadeloupe), Bahia de Bocherone (Puerto Rico), and Little Inagua (the Bahamas).



**There are 699 steps in Jacob's Ladder. Eva stands on one of them.**

all seemed to be having issues, and since we still needed to provision, we spent much of the next 10 days getting the boat ready.

We did, however, take the opportunity to visit iconic Table Mountain, from which we could see as far south as the Roaring Forties, as well as Robin Island, the prison where Nelson Mandela spent 20 years at hard labor. We also learned about the Cape Floral Kingdom, a UNESCO World Heritage site because so many plant species grow only there. There was too much to see and do in the short time we had.

Once the docklines were stowed and land had disappeared from view, we learned new lessons and had new experiences. The night watches, for example, provided special times during which we **Yes, this guy looks a bit weary. But hey, Andrew Jackson was president when he was born, and people were just starting on the Oregon Trail.**

We arrived in South Africa on the 15th, and were greeted by sunshine, humidity and a certain sweetness in the air. We were also greeted by Wayne Goldman, the Northern California captain, who was already aboard and working on projects needing completion prior to venturing out to sea. Since the rigging, reefer, generator, and watermaker

could reflect on life and on ourselves. The night watches also gave us time to appreciate the beauty of the stars, which, thanks to the absence of light because we were in the middle of nowhere, looked like strings of diamonds in the sky. I particularly enjoyed witnessing a simultaneous moonset and sunrise. Oh, what a beautiful planet we live on!

Favorable winds provided fine sailing for most of the trip, although we occasionally had to resort to the iron genny to keep moving, or had to reef the white sails when it got a little too windy. We sometimes flew the spinnaker, which was both exciting and relaxing.

As one expects on such a long journey, things needed fixing. For instance, the Leisure Furl main furling system didn't perform as well as the one on my boat. Perhaps the installation hadn't been quite right. In addition, the Autohelm instruments needed adjustments, a runaway halyard needed to be retrieved from aloft, and a toilet broke down. King Neptune received plenty of food from us, thanks largely to the fact that the refrigeration system finally gave up the ghost. Neptune returned the favor, providing us with fine fish. I know I'll never eat such fresh sushi again! We also saw turtles, whales, dolphins, and Portuguese men-of-war, the latter resembling plastic toys.

After many days of seeing nothing but nature, we encountered *Conversations*, another sailing vessel, the crew of which was equally surprised to be hailed by another sailboat. We on *Hypno* even used our boathook to pass them some freshly prepared sushi.

Twelve days out of Cape Town, we dropped anchor at Jamestown, St Helena. Thanks to its location in the heart of the South Atlantic, the 6- by 10-mile island, home to 3,500 inhabitants, is one of the most remote places in the world.

The people call themselves 'Saints', and are a harmonious mix of races and traditions that share a friendly and welcoming culture.

St. Helena has a lot of interesting history, and nobody has seen more of it than Jonathan, who at 180 years of age is the world's oldest tortoise. St. Helena is also home to Jacob's Ladder, the 699 steps which take you 600 feet up the side of a very tall hill. Since the island is the only



place to stop in the area, it came as no surprise that *Conversations* and *Content*, the latter another cruising boat that has been out for several years, would drop anchor near us. We all soon retired to the 18th-century Constable Hotel, where we enjoyed an unforgettable dinner.

After several more days at sea, we reached the equator. There was a ceremony during which King Neptune gave his speech and invited Wayne and me to join the ranks of shellbacks. Thanks to careful GPS positioning, Wayne and I swam across the equator at high noon!

Using the SSB radio, we managed to keep in touch with *Conversations* and *Content*. But we always reported our positions off by three degrees so as not to announce our positions to potential pirates. Yes, Nigerians, located in the so-called 'African Arm Pit', have apparently begun to copy the behavior of the Somali pirates of the Indian Ocean.

We got closer than we wanted to whales slapping their tails near Gua-



# IN LATITUDES



ALL PHOTOS COURTESY HYPPO

*Spread; 'Hyppo' sets her asymmetrical chute on the smooth, blue waters of the South Atlantic. Inset right; Eva swims across the equator in the middle of the ocean. Inset left; Having been given the contents of the Tayana 58's refrigerator, King Neptune reciprocated with fresh fish.*

deloupe, briefly stopped at Puerto Rico to avoid a gale, and arrived in Florida with a tornado warning in effect. These things, combined with our having been underway for more than two months, meant it was nice to clear Customs and Immigration, turn the boat over to *Hyppo's* owner, and head home.

I can only describe our journey as being indescribable. And it allowed me to appreciate the words of the French singlehander Bernard Moitessier: "I am a citizen of the most beautiful nation on earth," he wrote. "A nation whose laws are harsh, yet simple. A nation that never cheats, which is immense and without borders, and where life is lived in the present. In this nation of wind, light and peace, there is no ruler besides the sea."

— *eva* 07/05/12

**Narwhal — Falmouth Cutter 22**

## **Mike Latta Marina Mazatlan Billing Mayhem (Mazatlan)**

Marina Mazatlan has recently come under criticism for sending a number of tenants notices of unpaid back rent. In some cases the rent is supposedly due from years before. As one can imagine, this announcement came as quite a shock to most of the recipients. Cruisers generally pay like clockwork — or else!

The news has caused quite a stir on the Pacific Coast coconut telegraph. There have been rumors and lots of questions. For example, who is responsible for the payment records being lost and not backed up? If some tenants are being asked to pay rent for

the same month again, where did the original rent money go? Are the cruisers simply being used to bail out a bad situation? What's the real story?

Although I'm a tenant of another nearby marina, the last things my favorite city and harbor need are more bad rumors. It's especially worrisome for the many cruiser-supported businesses here in the marina. Almost as much as for tenants who claim they are being asked to pay a second time for the same month.

Knowing that rumors and unanswered questions can do tremendous damage, I spoke with various cruisers, as well as with Marina Mazatlan Harbormaster Jaime Ruiz to try to get some clarity.

Ruiz told me that the Marina Mazatlan harbor office computer had crashed just before Christmas. Lots of data was lost to wherever lost digital data goes. Among the data lost were most, if not all, of the payment records for individual berth holders. A search for written records was begun, but the staff wasn't able to find the paper records. Chaos reigned. Ultimately, the office staff up and quit.

Auditors were called in during the month of March, so we saw men in suits scurrying around with papers in their arms. By April, the auditors decided that a total of \$67,000 in berth rent was missing. The auditors identified certain boatowners as those who hadn't paid for their berths. Curiously, many of these boatowners were also ones who

***Marina Mazatlan is in the lower and right areas of this photo. Isla Marina is in the left center. The Sea of Cortez is just off the top.***



TREASURY OF MEXICO

***What happened to the berth money?***



MARINA MAZATLAN

# CHANGES

claimed they had paid cash for their berth each month, some as far back as three years.

The marina figured the only sure way to determine who had paid and who hadn't paid was to write to each tenant and ask for receipts for their berth payments. Perhaps this wasn't the most diplomatic way for the marina to address the problem, because it resulted in some very angry tenants.

In some cases, the timing couldn't have been worse. One tenant received his letter the day before he was to sail to La Paz, where he had prepaid to have his boat put on a Dockwise yacht transport ship for the passage to Canada. Unfortunately all his past receipts were at home up in the frozen tundra. So he reluctantly paid a sizeable lump sum, and in turn was given a letter from the harbormaster assuring him that the money would be returned as soon as the receipts were submitted. I was told this offer is available to all tenants

Harbormaster Ruiz says the total number of boatowners originally listed as being in arrears was 24. To date, 11 of these boatowners have shown the marina their receipts, and are now free and clear. There are only nine boats that have yet to be cleared. Of this group, five are up north, and say they will be showing their receipts upon their return. Four have yet to be reached.

The marina says they understand, and will wait until these boatowners have a chance to get their receipts.

The audit showed that there were also four boats that were so far in arrears that the boats may have been abandoned.

The tenants I worry about are the ones such as myself who tend to misplace or not keep receipts for long. Harbormaster Ruiz told me that he understands, so if there is an occasional missing receipt

***Latta says the last thing Mazatlan — which is much loved by both residents and cruisers — needs is any more negative publicity.***



from years back, he's willing to call it even. After all, he knows how important the reputation of the marina is, and he wants to keep clients and not scare potential ones away.

The one good thing to come out of the mess is that the harbormaster's office has been restaffed, and with what seem to be some very competent people. In addition, a new computer accounting program has been installed, one that coordinates the marina with government tax and banking requirements. So from now on, each monthly receipt will indicate all the appropriate information.

So there you have it. The light at the end of the tunnel is only nine boat-lengths away, and hopefully there will soon be no more shadows. As to what started the whole fire drill, which according to the auditors is a missing \$67,000, there's a saying south of the border: "IMS. It's Mexico, Señor."

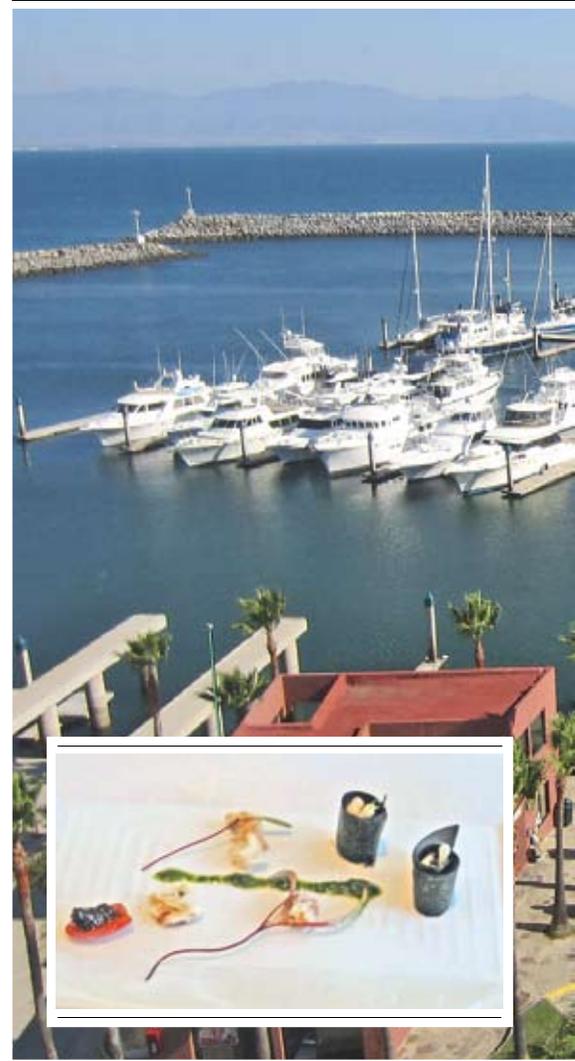
— mike 07/15/12

## **The 'New Ensenada'? Hotel Coral & Marina The Guadalupe Valley Sano's Restaurant**

Thanks to often inaccurate media reports about narco violence, a bad apple in the Immigration office, a lack of clarity on the new 'offshore visa' law, and a drop in new boat sales in the United States, marine-related tourism in Ensenada has been hurting. So when the folks at Hotel Coral & Marina invited the Wanderer and Doña de Mallorca to see another side of Ensenada, we took them up on it.

The hotel's driver picked us up in a sparkling new van at the West Marine superstore in San Diego, and we headed south of the border. The last time we'd done that was on a surfing safari the day after we graduated from high school in '66. We'd thrown the surfboards in the back of a friend's El Camino, bought a carton of Camels for sustenance, and taken off down the road to what back then was a very foreign country.

As we'd expected, a lot has changed along the northern Baja coast in the last half century. First of all, the road, which follows a more interesting coastline than that along Southern California, is now excellent. The second big change is the number and style of ocean-view



homes. From the look of things, about 10 years ago half the population of California had a couple of drinks, sketched out their gigantic dream ocean-view home on a bar napkin, then had it built in northern Baja with little or no supervision. While there are exceptions, most of the homes along the road to Ensenada are a powerful argument for zoning laws and architectural review boards. And we're not even talking about the bunch of condo towers that were half completed before the money and developers ran out.

The drive was Mexico looking like the stereotype of Mexico — until we pulled into the considerably more upscale Hotel Coral & Marina grounds, which are a couple of miles shy of central Ensenada. We were enthusiastically greeted by our hosts Cinthia, Fito, and Lizette. It seems as though de Mallorca had somehow gotten to them, for they checked us into the luxurious Honeymoon Suite on the top floor. The spacious suite had multiple

# IN LATITUDES



ALL PHOTOS BY LATITUDE/RICHARD

**Spread; The view of the Coral Marina and Bahia de Ensenada from the Coral Hotel Honeymoon Suite. Inset right; The hotel has indoor and outdoor pools and hot tubs, as well as other amenities. Inset left; The new chef at the hotel is proposing a whole new style of 'Mexican food'.**

terraces and television sets, a bathtub built for two, and a massage table in a prominent alcove. Best of all, it had a bird's-eye view of the marina, Bahia de Ensenada, and Todos Santos Island.

The 353-berth marina — where the berth rate is about \$10.50/ft before the IVC tax — was about half full. Harbor-master Fito Espinoza, who has been around for most of the marina's 17-year existence, explained that the marina had much higher occupancy prior to the U.S. economy — and U.S. boat sales — taking a dive. Back in the days of financial froth, California residents could take 'offshore delivery' of their new or new-to-them boat, keep it in Coral Marina's '90-day Yacht Club' for three months, then return to California with no sales or use tax being due. The law is a little different now. California residents now have to keep boats out of California for

a full year, while out-of-state residents have to keep the boats out of California for six months. While there are still berths occupied by boatowners taking advantage of 'offshore deliveries', there aren't nearly as many as before or to Espinoza's liking.

The Coral Marina would also like more Southern California sailors to view Ensenada as an alternative to yet another week's boating vacation to Catalina. After all, it's only 60 miles south of San Diego, it's an entirely un-American experience, and — as we were to see — has some attractions most people don't realize. As for the marina itself, it's clean and has a nice clubhouse, very friendly staff, and good security.

Marina tenants get to use the hotel's two pools and other amenities.

Ignoring that fact that we're neither gourmets nor oenophiles, the Coral staff arranged a tasting menu for us that evening. The setting, the presentation, the food, and the staff were all top notch. The hotel is clearly striving for the higher-end niche of the Ensenada market.

Each course of the meal was paired with a local wine. Local wines from northern Baja? That's right.

In fact, our hosts put us into another new van the next day, excited to have us learn about the area that produces over 90% of Mexico's wines. Only a 20-minute drive from Ensenada, the 1,200-ft high Guadalupe Valley has a Mediterranean climate, and is home to — who would have guessed? — 60 wineries. The road up to the valley is new and clean. Since it was lovely and lined with winery after winery, it looked like a slightly drier version of the Napa Valley.

First stop was the month-old *Museo de La Vid El Vino*. In every way, from the spacious structure, to the elegant and high-tech displays, to the large meeting rooms and concert sites with a sea of vineyards as the background, it could have been the Santa Ynez Valley. It was not at all what we had expected.

Our first vineyard stop was the massive L.A. Cetto winery, the largest in Mexico. It's a very clean and orderly facility surrounded by vineyards — and busload after busload of people coming to take the tour and enjoy a few tastes.

**The new Museo de La Vid El Vino was built with taste and style, and occupies a beautiful setting overlooking the Guadalupe Valley.**



**Sangrita sauce!**



LATITUDE/RICHARD

LATITUDE/RICHARD

# CHANGES

The visitors were mostly middle-class folks from all over Mexico — who looked and behaved a lot like middle-class Americans on wine tasting tours. As we stipulated, we're not wine experts, but Doña de Mallorca found more than a few bottles that she liked.

That afternoon we enjoyed a fine lunch at the nearby Adobe Guadalupe Winery. The winery is owned by a wine-loving retired American banker and his wife, who had stumbled upon the area while visiting a nearby foster home more

than a dozen years ago. They fell in love with the Guadalupe Valley, so they built a hacienda-like winery with six guest rooms and developed what's become the sixth largest winery in the valley. Drew, the banker's wife, also raises Azteca horses. For the last dozen years or so, the couple have split their time between a home in Laguna Beach and their winery. "We absolutely love Mexico," they told us over a delicious lunch.

As is the case in the Napa Valley, summer afternoons in the Guadalupe Valley are hot, so the winery's pool and fountains are a necessity. As also is true in the Napa Valley, temperatures drop after the sun goes down.

Having consumed wine all afternoon, we're glad someone else was driving us back to Coral Hotel. It's not that we couldn't have driven, but that we needed some rest prior to another tasting dinner that evening at Sano's, a steakhouse just down the road from Hotel Coral.

**The grounds of the smaller Guadalupe Adobe Winery were muy tranquilo compared to the L.A. Cetto winery.**

Our restaurant host that evening was Juan Hussong, the owner of Sano's, a lovely and trendy restaurant that could have been just transported from one of the hip parts of L.A. After all, the bar is sleek and clean, with multiple flat screens, and two roofs that slide back with the flick of a button. The dining room, on the other hand, is richer, darker, and more romantic. Our wine host for the evening was Antonio Roganto, a childhood friend of Juan's who owns and operates the Roganto winery located on the outskirts of Ensenada.

While the name Hussong's may no longer be quite as dominant as it once was, for many decades the cantina was all but synonymous with Ensenada. Back when the Newport to Ensenada Race attracted over 500 entries, everybody went to Hussong's. Indeed, few sailors in Southern California don't have a ribald Hussong's story or two.

The history of Hussong's came as something of a surprise to us. During our first Roganto wine of the evening, Juan told us that his grandfather was just 17 when his father first came to Ensenada from Germany in 1898. Ensenada didn't really even exist back then, which is why Juan's great grandfather and grandfather established Hussong's as a bodega, cantina, and general meeting place. As Ensenada grew — it was the "yellow tail capital of the world" in the '50s — so did the legend of Hussong's.

Jumping to the present, Juan is not only a restaurateur with an establishment that doesn't look or feel anything like Hussong's Cantina — which still thrives in the downtown area — but also an enthusiastic sailor and surfer. A couple of years ago, he flew to the Canary Islands to join a the Turkish-built 72-ft racing boat *Baja Bento* for the ARC to St. Lucia in the Eastern Caribbean. And he later crewed on the boat through

the Canal and up to Ensenada, where the boat spends her summers at Coral Marina. A big fan of multihulls, Juan raced his Corsair 31 *Drei* — which means "three" in German — for a number of years. He proudly showed us a photo of her in a *Latitude 38*, taken when her new owner sailed her in last year's Ha-Ha. Juan currently races on a Melges 24, and is



hoping to do the Ha-Ha.

We had a magnificent dinner prepared by Juan's son, Sano, of whom the restaurant is the namesake. The apple doesn't fall far from the tree, so Sano is also an enthusiastic surfer/sailor who recently graduated from cooking school in San Diego. If we had more pages, we could go on and on about the food, the wines Antonio paired with the courses, the ambience, the setting — the whole experience. Let's just say that before it was over, the six of us, including the wives of Juan and Antonio, had used 42 wine glasses. Whew!

It was a good thing we had little to do the next day except enjoy a big bargain brunch, get a couple's massage, and snooze in the massive bed overlooking the marina.

Knowing that Baja Naval and the Cruiseport Marina are also important nautical elements of Ensenada, we stopped by both. Alas, it was a Sunday, so both offices were closed. We managed to see a couple of Northern California

LATITUDE/RICHARD



**The Cetta Winery tour was barrels of fun.**

LATITUDE/RICHARD



# IN LATITUDES

country.

An ideal excuse for visiting Ensenada is the Southwestern YC's San Diego to Ensenada Race on October 6th.

The event usually attracts about 100 boats, ends at the Coral Marina, and the awards dinner is at Sano's. On Sunday the local yacht clubs puts on their 20-mile Todos Santos Race, so it's a two-fer. It's on our schedule for this fall, so we hope to see you there, as we think you'll be as pleased with the 'new' Ensenada as we were.

P.S. The 'bad guy' they couldn't get rid of at Immigration because he was a federal employee? He died of a heart attack while lunching at a Chinese restaurant.

— latitude/rs 07/20/12

## Kailani — Deerfoot 63

### Harley Earl

### Kenutu Island, Vava'u, Tonga (Sausalito)

Kailani, with her crew of five, turned left at the Sea Buoy off the Golden Gate at 1300 hours on May 29, and raised the north coast of Vava'u, Tonga, 4,657 miles later, just before midnight on the 22nd of June. Allowing for the loss of a day and the gain of four hours, this means it took 23 days 13 hours to cover the distance, an average speed of 8.2 knots.

We spent the first couple of days on starboard, a week wing-on-wing in the NE trades, and sailed the rest of the way

**First mate Tom Prior leaves the Gate behind. It would be 23.5 days before he and the rest of the crew saw land again.**

ALL PHOTOS LATITUDE/RICHARD



**The best example of the 'new Ensenada' is the new Hussong's — meaning Sano's. Clockwise from above: The bar area is minimalist and, left, has roofs that open up. If you're into seduction, forget the cantina and head for Sano's, where fine local wines are featured. The grand old fish market.**

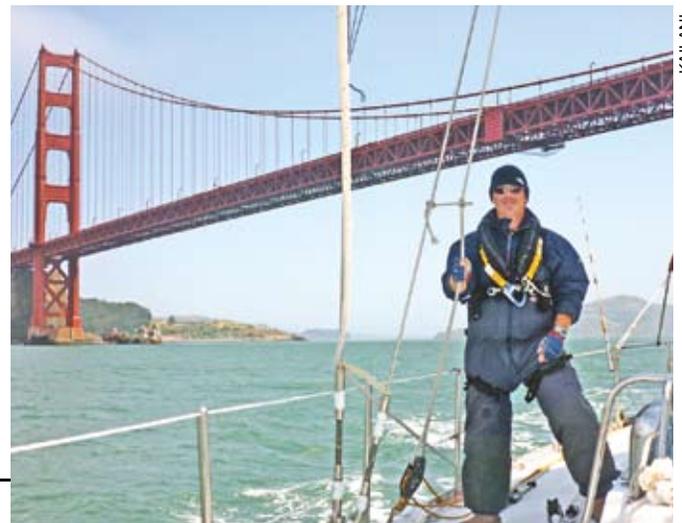
boats hauled out at Baja Naval, but in the case of Cruiseport, the security was so strict that we weren't even allowed in to take photos. It's a shame, because there were a lot of boats there.

Downtown Ensenada looks like a Mexican version of San Francisco's Fisherman's Wharf, except there are a lot more locals mixed in with the tourists. This part of Ensenada looks a little tired, but it's still fun, and has one of the best fish markets you'll find anywhere.

The thing that surprised us the most about Ensenada was how much the people who live there love it. For example, Juan Hussong also has a house in San Diego, but like his son Sano, prefers the pace and style of life in Ensenada. Hilda, the very likable and professional office manager at Coral Marina, was born in South Gate and raised in the state of Washington. Despite being an American citizen, the single mother says she much

prefers living in Ensenada to living in the States. All three of our drivers, two of whom came to Ensenada from Mexico City many years ago, all but rhapsodized about Ensenada. And no, none of them were putting us on. All of them cited the relaxed pace of life and how safe they felt.

The bottom line is that there's probably more to Ensenada than you realize, so if you live in Southern California, or if you want to start the Ha-Ha from Ensenada, you might put it on your itinerary. After all, it's usually a nice spinnaker run down from San Diego, and awaiting you are a nice marina with hot-tubs and pools, some great restaurants and wines, and a nice afternoon's tour of the wine



KAILANI



**You can clear in and check out of Ensenada at one building.**

# CHANGES

on port. We managed to fly the asymmetrical for a day, and had a few periods of strong wind that put us down to the staysail and a single reef in the main. Thanks to my wife Jennifer's weather routing back in San Diego, we were able

to cross the ITCZ at a narrow spot, which meant less than a day's motorsailing to get through it.

There are probably a lot of reasons why few cruisers do a nonstop passage from San Francisco to Tonga.

One of them, of course, is the distance; another is that you bypass all of French Polynesia. A third is the beam seas, which we had for most of the voyage. After periods of sustained breezes, the seas would often run at 10-15 feet. Beam seas of that size make life onboard difficult, particularly when trying to do things like prepare gourmet meals.

Our three Ocean Adventure participants got to sleep on the low side of the boat for most of the trip, while the skipper and the first mate were hard on the lee cloths for the better part of three weeks. Speaking of our guests, they were Adrienne, a retired pediatric nurse whose desire is to circumnavigate one day; Alvin, a novice sailor but avid adventurer who proved to be a great ship's cook; and Bill, an experienced sailor who thought three weeks at sea would qualify as a proper break from his career as an engineer.

The crew had different reactions to different parts of the passage. For example, during the cold and windy first

*'Kailani' made landfall at Tonga, which thanks to being so tropical and sunny, is about as different from San Francisco as can be.*



**Ocean Adventurer Alvin at the helm.**

night off the California coast, they were amazed that they had paid money to endure such conditions. On the other hand, their reaction to a sublime tropical sunrise was to wish the voyage would never end. Most importantly, everyone got along, and there was no end to the learning opportunities or stories. The strangest moment of the trip came two weeks out, when a booby, after circling the boat for the better part of an hour, flew in under the bimini and landed square on the captain's lap.

Despite the reefs and islands that guard the entrance to Neiafu, Tonga, we made a night landfall, and used prepared pilotage to get us safely to port. At 1 a.m. we picked up a mooring in Neiafu Harbor, toasted our success with a round of cold beer, then hit our bunks. For the first time in a nearly a month they weren't moving. The next morning we awoke to the sweet sounds of the Tongan choirs at church.

The crew left the boat the next day, and my wife Jennifer and daughter Sophia flew in to start the cruising part of our life. We spent the first week fixing boat problems, switching her from passage to cruise modes, and acclimating ourselves to our new lifestyle. As expected, 4-year-old Sophia adapted the fastest, with mom and dad slowly slipping back into the lifestyle we left behind following the completion of our circumnavigation six years ago.

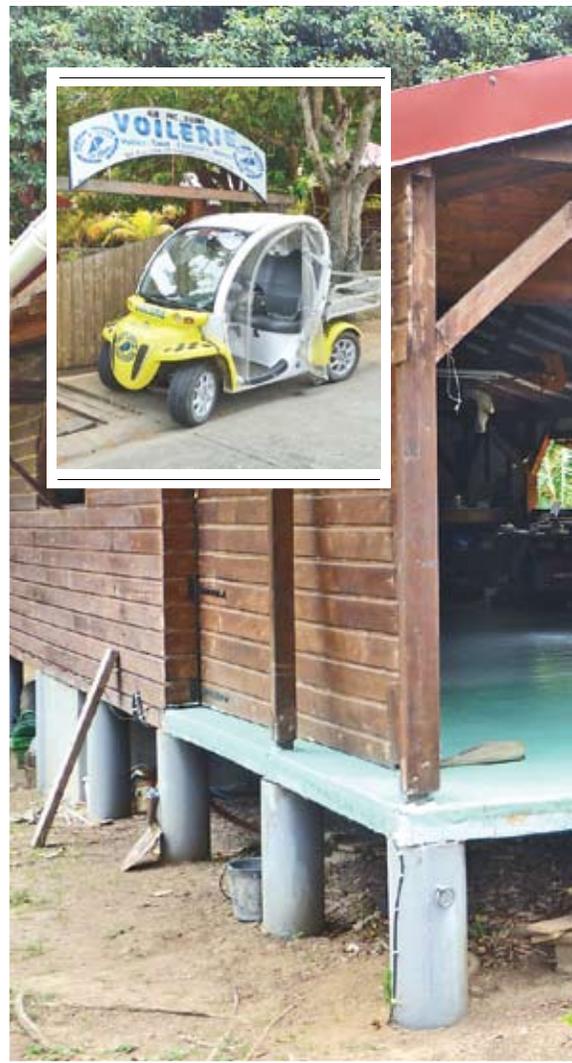
— harley 07/09/12

## Cruise Notes:

There has been a lot of confusion as a result of Mexico passing a law last January requiring mariners who come within 24 miles of their shores to obtain **'offshore visas'** in advance. Some sailors have freaked, thinking this means they have to get a visa before sailing south of the border. Fear not, for sources from

Ensenada to Cabo tell us that the legislation was directed at multi-day fishing boats that depart San Diego, catch lots of fish in Mexican waters, then return to San Diego without ever checking into Mexico. The legislation was not directed at boats headed to a Mexican port, nor has it been enforced that way.

In a similar vein, the normally reliable **Noonsite.com** reports that it is "essential" — they even use capital letters — that mariners



headed from the United States to Mexico get a **zarpe**, meaning an exit document, from the U.S. This is baloney. We say this based on taking our own boats to the Pacific Coast of Mexico for something like 27 out of the last 35 winters, and leading 2,500 Ha-Ha boats south of the border over the last 19 years. It should be noted that laws are sometimes interpreted differently on the Caribbean side of Mexico, and there have been a few cases of problems there.

In cruising news that became more dreadful by the day, an American couple newly arrived to the **Bocas del Toro** region of eastern Panama was savagely attacked aboard their boat in the south anchorage near Isla Colon during the wee hours of July 8. This area has long been popular with surfers, international backpackers and sailors, and there were reportedly 20 or so other boats in the anchorage at the time of the attack. According to Don Winner of *Panamaguide.com*, two skinny black men boarded

KAILANI



# IN LATITUDES



LATITUDE/RICHARD

*Looking for a sailing industry change of place? Maybe you could snag a job working at the open-air 'voilerie' — or sail loft — at Terre-de-Haut in the beautiful Les Saintes just off the coast of Guadeloupe. The sailing is great, the pace of life is slow, and the food is delicious.*

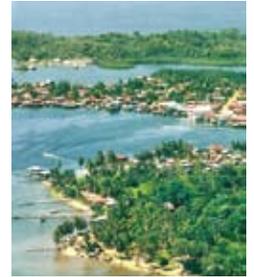
the couple's boat from their *cayuco* at midnight, held the couple at gunpoint, and took everything of value. The men spoke with a distinctive Jamaican accent, so Winner suspects they may be part of the Afro-Antillean community of the Bocas area. These are descendants of the workers brought to Panama from the West Indies to build the Canal more than 100 years ago.

A day or so later, cruiser **Vern Noren** wrote to *Noonsite.com* with details of just how horrible the attack had been. He reported that the armed intruders had tied the couple up and spent approximately two hours drinking beer and ransacking the boat. But it got much worse. The woman was hit in the face with a pistol, and was then raped three times before the two men left. It was an inexcusable nine hours before the police came out to the boat to investigate.

There are differing opinions about how safe the Bocas del Toro region is. One woman wrote that violent crime has become dramatically worse in the Bocas over the last couple of months, and that if the police aren't complicit in some of the crimes, they aren't being effective in preventing them. Noren, on the other hand, reported that he'd been in the area for two months and felt it was safe. Since one of the intruders referred to the other by name, and such crimes rarely occur without others in the perpetrators' community knowing all about it, it will be telling to see if the police apprehend the suspects. Panama is a beautiful country with much to offer, and the government has been luring retired Americans with generous tax breaks and a low cost of living. Nonetheless, rape is absolutely intolerable

subhuman behavior — which is why five cruising boats immediately left the area. The Panamanian government is going to have to act quickly to limit the damage to the area's reputation.

"We had read and heard that it's nearly impossible to sail in **the Med**, as most of the time there is either no wind or too much wind," report Chay, Katie and 15-year-old Jaime



*Bocas town.*

McWilliam of the San Diego-based Peter-son 46 **Esprit**. "So far we've been able to sail 70% of the time — although most of the sailing has been into strong winds. Fortunately, *Esprit* handles that stuff well. We were recently Med-moored at Zea Marina in the outskirts of Athens. We took the bus and train into central Athens and started exploring. Although both the Acropolis and Parthenon are under restoration, both were impressive. But the Acropolis Museum was the best we've ever seen. We wandered back to the train station through the 'touristy' area of Athens and had a traditional Greek lunch of *moussaka* and *gyro* plates. All in all, we found Athens to be a wonderful place to visit.

"We just transited the **Corinth Canal** and are writing from Corfu, Greece," the McWilliams continued. "Having just crossed latitude 38, we were reminded of the great fun we had on *Latitude 38's* Ha-Ha in '03. It was a terrific way for us to start our sailing adventures!"

Since the McWilliams are in the Med, we asked them if there were fewer cruising boats, specifically American cruising boats, around the Eastern Med this summer. Readers may remember that ***Things aren't always as they seem, but from the air, the Zea Marina near Athens seems as though it would qualify as an urban marina.***



COURTESY NASA

# CHANGES

four West Coast sailors were murdered by Somali pirates on their way from Southeast Asia to the entrance to the Red Sea last year, sending a chill through the spines of all yachties in the region.

"Yacht traffic from the Indian Ocean to the Med has all but ceased because of **pirate activities**," Chay responded. "We'd estimate that 99% of all yachts coming through that region now are being shipped, and almost all of them are European boats headed home. Ours is one of the very few American-flagged yachts presently in the Eastern Med. Most of the American cruisers appear to be stopping at Southeast Asia, and many, such as John and Linda Prentice on the San Diego-based Serendipity 43 **Scarlett O'Hara**, have put their boats up for sale. A few are continuing on around via South Africa. The Somali pirate activity has also had a big effect on cruisers previously headed to **India**. The Kochi Marina at Cochin, India, was full in February and March last year. This year friends tell us there was just one boat in the marina. And while we have nothing to compare it to, we've found that the Greek and Turkish anchorages aren't nearly as



KOCHI MARINA

*The once packed Kochi Marina in Cochin, India, is virtually empty now. It's another victim of Somali pirate activity.*

crowded as we expected them to be."

For the record, incidents of Somali piracy are way down in the last year, but that doesn't mean yachties have any intention of risking those waters anytime

soon. Pirate activity has suddenly picked up off Nigeria on the west coast of Africa, but fortunately few cruisers venture into those waters.

"At the moment we are spinning around our anchor in one the most beautiful places on earth, the island of Moorea," reports Shanti Bartlett of the San Francisco-based Columbia 39-1 **Shantiana**. "Spires soar all around, and every which way our boat turns we see beautiful things — groves of coconut trees, more trees with huge canopy tops, and the smallest but sweetest pineapples in the world. We also see cruisers from all over the world who have become our best friends at sea. Nonetheless, we're reminded of the old saying, 'If you want to make the gods laugh, tell them your plans.' Our plan was to continue on as far as Australia, Alas, we've decided that we miss our family and friends too much. So, on August 7, Bill, Lily the cat and I will be heading 2,300 miles north to Hawaii to start on our way back to California. It's been a wonderful ride, but for now Australia and the rest of the world will just have to wait."



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"After spending seven years restoring our Cal 36 **Holiday** in Pt. Richmond — and doing the Doo-Dah with her last year — we recently bought **Primrose**, a '77 Moody 42 pilothouse ketch in North Carolina," write Mike and Diane Robinson. "While it's not a good time to be selling a boat, it's a great time to be a boat buyer. We'll be headed for the Caribbean this winter, and noting that the Wanderer uses his iPad to navigate there, we're curious what app his uses.

When sailing in the Caribbean aboard the Leopard 45 **'ti Profligate** or the Olson 30 **La Gabelle**, we've used only our iPad and iPhone for navigation. In both cases we've used the *Navionics* apps, and found them to be excellent. By the way, we hope you'll stop by *Latitude's* Caribbean winter office in St. Barth, which is aboard *'ti Profligate* or at the internet cafe upstairs and kitty-corner from *Le Select*. We'll be there from mid-February until May 9, and look forward to the opportunity to explain the ins and outs of that magical little island to anyone who asks.

Speaking of **St. Barth**, somebody re-

cently ran their boat — it looked to be a Beneteau 473 — aground inside the reef by the Eden Rock Hotel. Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus** told us they'd almost done the same thing last winter. The anchorage inside the reef is fantastic, but when entering, always stay to port of the Eden Rock; never go to starboard.

Safety in rally numbers? Perhaps. When the wind shifted and piped up to over 25 knots on the evening of July 10, it put Dave and Magali Waterhouse's Australian-based FP 45 catamaran **Ensemble** on the reef at remote Suvarrow Atoll in the Cook Islands. Before long, the cat was holed in two places and had suffered several other punctures. Fortunately, the couple's boat was one of 11 in the current World



**Bottom; When approaching the Eden Rock Hotel from sea, you must stay to the port, not the starboard — or the top happens.**

ARC, so lots of help was just a VHF call away. Thanks to the donated help of divers, crash mats, high-speed pumps, compressors and various patching materials, *Ensemble* was quickly made seaworthy again. Rather than leave the couple to make the 400-mile passage to a yard in Samoa on their own, two of the ARC members joined the couple as crew,

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# CHANGES

and another seven ARC boats shadowed the injured boat all the way to Samoa.

"We headed to Mexico aboard our Formosa 41 **Camelot** in '02, and ended up spending four great years cruising down there," write Scott and Norma Dale, who are still in San Carlos Marina. "While at Loreto Fest one year, we rescued a sick Mexican dog named Dulce that had been left to die. The cruisers raised funds to have Dulce treated by the veterinarian in Loreto, after which she moved aboard our boat and recovered. Dulce turned out to be the best thing that could have happened to our cruising. When we made plans on where and when to make a passage or a stop, she always figured into our decision-making. While other cruisers were holed up aboard, we made sure that our dinghy or kayak was put in the water as soon as we set the hook at a new place — all for our dog. Dulce certainly improved our lifestyle in Mexico, and had more friends than we did. We're very sad to have to report that she passed away unexpectedly this morning. But if anyone is considering a pet aboard in Mexico, we would do it



CAMELOT

*Dulce was not a planned crewmember aboard the Formosa 41 'Camelot', but she brought a lot of joy to the boat's owners.*

all over again. In fact, we couldn't see cruising without one."

But there's bad news for pet owners. Airlines flying into Mexico will apparently no longer allow small pets in the cabin.

We're told that some small pets can't survive conditions in the cargo area.

Is attempting the **Northwest Passage** to become commonplace because of climate change? It's beginning to look that way. *Sailworld.com* reports that a "flotilla" of boats will be attempting east-to-west Northwest Passages this summer. They are **Balcatraz** from Canada; **Belzebub II**, a Hallberg-Rassy 31 from Sweden; **Best Explorer**, a 51-ft steel cutter from Italy; and **Jonathan III**, a 48-ft steel centerboard sloop from the Netherlands. This list may not be complete, as a few months ago Michael Johnson of Santa Fe told us he'd be giving it a go with his much-travelled Lapworth 48 schooner **Gitana**. Then there is **Norwind**, an 86-footer that the German Navy used in '39 to set a Fastnet Race record that lasted for 24 years. She'll be attempting a west-to-east Northwest Passage. There's even a small group that is going to attempt to row the Northwest Passage. Thanks to climate change resulting in Arctic ice shrinkage, completing Northwest Passages became dramatically easier starting in '09. Not



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← Larry and Nelda on Diamond Girl, their Beneteau 393, in Paradise Village, MX March 2012



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- Larry upon arrival in the Marquesas



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that you're going to catch us anywhere near those chilly waters.

"I just read Rob Neun's letter in *Latitude* about being visited by an API *panga* in Cabo," writes Charles Lane of the San Francisco-based *Tayana 37 Shamwari*. "I anchored in Cabo in May, and the API guy waved colorful badges and demanded 200 pesos/day — about \$17 — from me. But it was 99% bluff. Depending on who you ask in the port captain's office, there is no requirement to pay this fee. A clue is that the API guy's *panga* carried a bevy of family members, as though they were going on a picnic and were taking a few minutes to harvest some cash first. A quick survey of my boat neighbors confirmed what I suspected — some had paid while others hadn't. I hedged my bet by slow playing the guy — "Si, si, mañana." — as I was only staying a few days. Nothing is chiseled in stone in Mexico these days. The rules are fluid, the laws change, and consequences can vary from *nada* to awful. For example, if you are driving into Mexico, it now takes many hours, even days, plus a visit to Banamex, in order to

get your tourist card. And *Migracion* at the Guerrero Negro border, which no longer issues them on the spot, is only open 9 am to 4 pm."

We hate to tell you, Charles, but **the API fee in Cabo is legit**. The API became responsible for maintaining the walkways around the marina and certain roads and other public facilities in Cabo when *Fonatur*, the Mexican tourist development agency, left town. Not all places — for example, Puerto Los Cabos, La Cruz and Bahia Navidad — charge API fees because there is no API at those locations. But other places, such as La Paz and Mazanillo, do have API and charge the fees. If you're approached by someone wearing an API badge willing to give you an API receipt, you are obligated to pay that fee. API enforcement is a little hit and miss, so we're not surprised that



**If you drop the hook at Cabo San Lucas, the API, which administers the port, is going to want to collect a pretty stiff daily fee.**

not all boats had paid the fee.

Mexican tourist cards (aka visas) aren't a big deal. If it's too time-consuming to get one at one place, get it at the next. If in the interim you're asked where your tourist card is, just say you lost it dancing in a disco. All Mexico cares about is that you pay \$20+ for up to 180 days in their country.

Speaking of driving into Mexico, John and Gilly Foy of the La Cruz-based Cat-

"The sea will find out everything you have done wrong."

— Francis Stokes



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# CHANGES

alina 42 **Destiny**, formerly of Alameda but now of Mexico full time, report they just completed their fourth round-trip drive from the United States to the Puerto Vallarta area. "We've never had any problems," says John. "This time our vehicle was loaded down with stuff from the States, including a big home freezer. We got the green light at Customs, so nobody said anything." Today Gilly and John went to Carmelita's in Sayulita for lunch. "We had four fish tacos, two margaritas and two Cokes for what came to \$16 U.S. Fantastic."

We hate to have more bad news, but Gary — last name and type of boat and hailing port unknown — reported that he and his fiancée's 60-ft monohull was boarded at 1 am on July 2 while anchored at **Port Royal, Roatan, Honduras**. Two young men, armed with a 12-gauge shotgun and a pistol, came through the main hatch and declared that they were police, an all-too-common ruse. After a brief struggle, Gary was pistol-whipped, at which time a man in his 30s came onto the boat. Gary was held down while his fiancée was brought



*With more attacks on cruisers beyond Mexico, Louis Kruk's 'security companionway' seems to make more sense all the time.*

into the salon to open the safe. After ransacking the boat, the criminals gagged and bound the couple, then took off. The couple's buddyboat, just 200 feet

away, didn't hear anything. The police were called and said they were on their way, but never showed. After reporting the incident at the police station the next day, Gary said that he got the impression that the police didn't care about the crime. If we're not mistaken, this is the second such robbery in the Roatan area in the last few months. Previously, a group of charterers was attacked and robbed.

This incident, along with the one in Panama, got us wondering when the last time armed men boarded an occupied cruising boat in Mexico and assaulted the crew. We can remember an incident in about '03 at Bufadero that involved Blair Grinols and the Hughes 45 **Capri-corn Cat**, but nothing since. Does anybody remember anything more recent?

"Perhaps this doesn't quite constitute a 'boarding'," writes Jim Hassberger of the Vindo 40 **Kanga** in La Paz, "but while anchored at seldom-visited Altata on the mainland about halfway between Mazatlan and Topolobampo in April of '11, I was visited at about 1 a.m. by two

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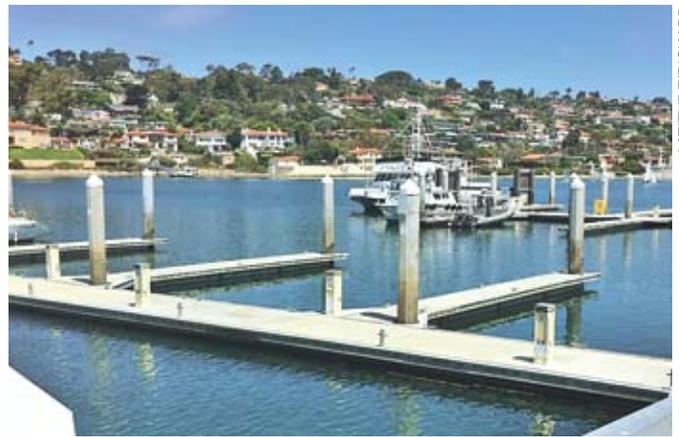
locals attempting to steal the outboard locked to my rail. When I yelled at them, they gave me a 'Don't have a cow, man, we just want your outboard' look. They continued to try to get the outboard until I pulled out the VHF and issued a *secu-rite* call, at which point took off toward my buddyboat 100 yards away. A flare gun fired over them finally convinced them to move along."

Cruisers concerned about bad guys boarding their boats may want to re-read the May issue *Cruise Notes*, in which the San Leandro-based Beneteau First 42 **Cirque** had a stainless steel "security hatch" fabricated in Puerto Vallarta for their companionway. "The idea was a hatch that would allow for good ventilation, yet could be secured from the inside or out, and was strong enough to keep bad guys out." It cost about \$350.

Northern California sailors who head south and stop at Catalina for the first time often wonder how much it costs to **own a mooring ball in Avalon**. To give you an idea, #146, a 50-footer near the

Tuna Club, is currently available for just \$750,000. No, that's not a typo. And no, you don't get any of the money the harbor collects from renters when you're not using your mooring. The price on mooring balls in Newport Harbor, on the other hand, has plummeted. Until recently, the rule of thumb was \$1,000/foot. Currently there are a number of buoys being offered at less than half that.

The **San Diego Police Dock** used to be packed with transient boats. One reason is that rates used to be as low as \$5/night, and later \$10/night for the first two weeks or so. We visited the Police Dock several times during the month of July and found nearly all of the 28 berths empty. We suppose it might have something to do with the fact that prices were increased twice last year, and it's now \$1/ft a night.



LATITUDE/RICHARD

**A sight rarely seen before — mostly empty berths at the San Diego Police Docks. Much higher berth fees may be one explanation.**

For folks like Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion**, who is in the States to do both the Ta-Ta and another Ha-Ha, the price has jumped from \$5 a night to \$50/night. Needless to say, she didn't stay long. Given the fact that so many berths are open, the San Diego Harbor Police now are allowing boatowners to make reservations at the Police Dock, whereas it was previously first-come, first serve.

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## 24 FEET & UNDER

**17-FT MONTGOMERY, 1974.** Nevada City, CA. \$5,000. Hull #25, single-axle trailer, low hours Suzuki 6hp 4-stroke long shaft. Crisp sails, roller furler, VHF, extras. Stored indoors. (530) 265-8014 or hulapie25@yahoo.com.



**22-FT CAPRI, 1988.** 765 Jacob Way, Oakdale, CA 95361. \$10,600. New Pineapple sails, new 6hp Nissan, new bottom. Dual batteries charger bank switch, new electrical panel, anchor locker, 300w Alpine amp and Alpine deck with Klipsch speakers. Only trailer sailed, rigged for singlehanded. Trailer with new brakes, bearings, spare, wiring, lights and sway control. Race or cruise ready. <http://www.facebook.com/media/set/?set=a.3412000783538.2133791.1375562133&type=1&l=786e3f462c> or [www.flickr.com/photos/76149647@N05/sets/72157630606140286](http://www.flickr.com/photos/76149647@N05/sets/72157630606140286). Contact (209) 531-8458 or (209) 681-7154 or markandsheri@comcast.net.



**23-FT RANGER, 1972.** Berkeley. \$2,500. Fin keel, 3.75' draft, 8' beam. Ready to head out on the Bay! Transferable slip. Sleeps 4. All lines led aft. Standing rigging replaced about 5 years ago. Email for equipment list / photos. Email joelz@berkeley.edu.

**22-FT COLUMBIA, 1970.** Berkeley, CA. \$3,500/obo. 2 mains, 2 jibs. New bottom paint, sail cover and Yamaha 5hp 4-stroke, low hours. Call Jason. (925) 818-7201.

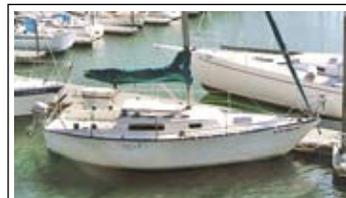
**23-FT COLUMBIA "T", 1973.** \$4,000. Shoal draft, roller furling, well maintained. Cockpit and interior cushions. Bilge pump, air vent fan. Ready for bottom paint. Exterior woodwork recently refinished. Dual axle trailer. Clean inside and out. Request photos. (707) 499-9396 or alpsail@gmail.com.

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

**17-FT SNIPE, 1995.** Pleasanton, CA. \$3,500/obo. 1995 Persson Snipe - good condition. Great club racer or day sailer. 2 sets of sails. Trailer included. Must sell. All reasonable offers considered. Email dpetty@dfineinc.com.



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## 25 TO 28 FEET

**28-FT BRISTOL CHANNEL CUTTER.** 2003. Alameda. \$180,000. Sam L Morse factory-finished boat. All teak exterior. Bronze fittings. 27hp Yanmar. Freehand windvane. MaxProp. Radar. Garmin touch-screen GPS, X-5 autopilot, Icom VHF, EPIRB. Refrigeration. Pressure hot and cold water. [www.leoregius.com/Adventure.html](http://www.leoregius.com/Adventure.html). Contact (650) 430-0731 or [adventure@leoregius.com](mailto:adventure@leoregius.com).



**27-FT CATALINA, 1974.** Marina Bay. \$4,000. Main, jib, roller furling all in good condition. Tohatsu 6 hp 4-stroke longshaft outboard. 3 anchors, electric bilge pump, head. Not fancy but a solid boat that's been regularly sailed. Contact (925) 360-6618 or (925) 360-6645 or [PatMalone2008@comcast.net](mailto:PatMalone2008@comcast.net).

**25-FT CAL.** Alameda Marina. \$1,500. Some critical work done, more needs to be done. I will explain. Please call. In Alameda Marina. (650) 291-4356 or [dialyn7@sbcglobal.net](mailto:dialyn7@sbcglobal.net).



**27-FT CHEOY LEE OFFSHORE, 1967.** Miranda, California. \$7,000. A classic project boat, with trailer. Teak interior, Volvo Penta diesel engine, mainsail, working jib, storm jib, and fiberglass hull. (707) 498-4332 or [soundstroom@yahoo.com](mailto:soundstroom@yahoo.com).



**25-FT CORONADO, 1977.** South Lake Tahoe. \$5,000. Spacious, forgiving, fixed keel plastic classic with CA reg dual axle Trailrite trailer, both in good condition. Many upgrades, tinted glass, 4-stroke Honda OB, oversize standing rigging. Contact (530) 542-6088 or [ajohnson@cityofslt.us](mailto:ajohnson@cityofslt.us).



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**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](mailto:vjohannesr@gmail.com).



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

**28-FT PEARSON, 1977.** Richmond Yacht Club, Pt. Richmond. \$6,500/obo. New roller furling, Sails in excellent condition, Atomic IV gas engine. Sleeps 4 comfortably, interior clean and dry. Great Bay boat! Moving, so must sell. (408) 313-8254 or [woiker@comcast.net](mailto:woiker@comcast.net).

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**NEWPORT 30 MK II, 1981.** Sausalito. \$12,900. Diesel, new upholstery, new standing rigging. Harken roller furling, genoa, jib, spinnaker, wheel steering, digital log and depth, full Delta awning, transom swim ladder, cockpit cushions. Nice condition. (707) 364-8020.



**29-FT ERICSON, 1978.** Sausalito. \$8,500/obo. Wheel steering autopilot, Raymarine electronics, 20hp Volvo diesel, Lewmar self-tailing winches, roller furler, VHF radio. Contact (707) 974-8175 or [AJL1037@aol.com](mailto:AJL1037@aol.com).



**30-FT FARALLON 29, 1976.** Santa Cruz (lower harbor). \$15,000/obo. Full keel with cut-away forefoot. Built to a high standard in Oakland, CA. Fully insulated custom teak interior. Twin bow rollers with mechanical windlass. New LPU hull and deck, fresh bottom paint. New windows, new AC waterheater, new plumbing and engine panel. Volvo MD5A diesel. New head with integral holding tank and pump out. New lead-acid batteries. Tiller pilot, Monitor windvane. Tabernacled for the Santa Cruz North Harbor. More at <http://amitzohar.com/farallon.html>. Contact [forest.roberts@gmail.com](mailto:forest.roberts@gmail.com) or (831) 431-3577.

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

**ISLANDER 30 MK II, 1973.** Clipper Yacht Harbor, Sausalito. \$11,000. Completely rebuilt Palmer P60, roller furler, spinnaker and pole, new wiring/fuse panel/charging system, in good sailing condition, needs bottom paint. (415) 407-0079, (415) 601-0562 or [reinhard.breuning@gmail.com](mailto:reinhard.breuning@gmail.com).



**29-FT CAL, 1973.** Sausalito. \$10,000. Second owner. Professionally painted topsides and engine rebuild in 2007. Folding prop, autopilot, UK Tape Drive #1, Quantum Kevlar main and jibs, 2 spinnakers. 2012 Delta Ditch Run First Place PHRF 165-264. Contact (415) 887-8244 or [philiip.hyndman@gmail.com](mailto:philiip.hyndman@gmail.com).



**30-FT CATALINA, 1978.** Sausalito. \$13,900. Price Reduced!. Excellent condition. Roller furling, dodger, newer wheel steering, Yanmar diesel, new starter, charger, water pump and cushions. Bottom paint January 2011. Newer head and GPS. VHF. Transferable Clipper slip. (415) 755-3636.

**30-FT TARTAN, 1974.** Richmond. \$4,400. Good sailing condition. Priced for quick sale. Main, big jib, small jib, spinnaker. see website for more info, photos, etc. Motor just back from servicing. Photos are of another Tartan 30. This looks the same. Marina Bay Yacht Club, Richmond. <http://jjordan.net>. Contact (510) 757-8800 or [john@jjordan.net](mailto:john@jjordan.net).



**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 far many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at [www.tigress-bcc.com](http://www.tigress-bcc.com). (650) 868-0348.



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**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 to calvertvet@exwire.com. (530) 389-8387 or (530) 346-2266.

**30-FT CATALINA, 1980.** Alameda. \$18,500. This Catalina 30 is clean and had many upgrades in the last two years. Diesel engine runs strong and starts right up. For a complete list and photos see: <http://virtualameda.com/siuya>. Contact (831) 566-5801 or astro178@juno.com.



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



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



**CAL 2-30, 1969.** Long Beach, CA. \$8,500. Good condition, new interior paint and varnish, recently painted mast. New (2012) bottom paint and zincs. Atomic 4 engine runs great, recent tune-up. New lines, head and holding tank, VHF and stereo. Autopilot, sails good shape. Contact the4boudreas@verizon.net or (562) 805-3054.



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

**30-FT CATALINA, 1983.** Monterey. \$20,500. Catalina 30, standard rig, wheel, furling jib, autopilot, new electrical panel, new head and plumbing. Recent new Kubota diesel (professionally installed). All new Catalina Blue interior, memory foam V-berth, GPS, microwave oven, stereo, DVD, Sharp Aquos TV. Just hauled and bottom has 2 coats of Trinidad. Transferable slip Monterey. This boat is ready to sail and is very clean! [www.flickr.com/photos/20552035@N08/sets/72157630507569270](http://www.flickr.com/photos/20552035@N08/sets/72157630507569270). Contact lorrrie321@sbcglobal.net or (707) 745-3538 or (707) 479-7970.



**30-FT LANCER, 1980.** Sausalito. \$12,995. Yanmar diesel, wheel steering. Newer: jib, main, Harken furler, Raymarine autopilot, bilge pump with float switch, water pump, fuel pump, fore and aft stays, backstay adjuster. Boat has been professionally maintained. Contact (415) 847-2864 or terrysbreezn@yahoo.com.



**30-FT CATALINA, 1978.** Berkeley Marina. \$15,000. Great condition, Hood roller furler, Edson wheel steering, Garhauer traveler, track cars, and rigid boom vang, Autohelm 3000, Atomic 4, sails and covers replaced 2005, new spinnaker, VHF, GPS, spare new running rigging and halyards. Bottom recently cleaned - due for bottom paint. [www.flickr.com/photos/78974956@N03/sets/72157629817855640](http://www.flickr.com/photos/78974956@N03/sets/72157629817855640). Contact mcalistermichaelr@gmail.com or (415) 725-7868.



**29-FT CAL, 1974.** Monterey. \$9,500. Replaced gasoline Atomic engine with Universal diesel; only 221 hours on the engine. Main, two jibs, three spinnakers. Original cabinetry. Bottom sanded and repainted in May. (831) 655-2078.

**30-FT PEARSON SLOOP, 1984.** Corinthian Yacht Club, Tiburon, CA. Highest bid. Lien Sale: 1984 model Pearson 30 to be auctioned/sold to the highest bidder on Friday, August 24th, 2012 at 2:00pm. Inspection 12:00pm - 1:45pm. Location: CYC, Tiburon. Please do not phone CYC.

## 32 TO 35 FEET



**32-FT ERICSON, 1971.** Bruno's Yacht Harbor, Isleton. \$16,000. Great cruising and Bay boat. Well maintained, excellent interior and restored topside. Two headsails, spinnaker, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder, knotmeter. Back in the Bay mid-August. Contact (510) 207-0111 or don@dondommer.com.



**32-FT ISLANDER, 1977.** Morro Bay, CA. \$15,000. Robert Perry design. New 27hp Yanmar diesel. Self-tailing winches, running and standing rigging all in good shape, full batten mainsail, all canvas new in '09, transferable deep water slip in Morro Bay, CA. Excellent ground tackle, 12v and 110v systems, no blisters, bottom job 10/11. Dive service performed by owner every 60 days, Xantrex charger, all USCG safety gear. (805) 630-3617 or larrylinder4444@gmail.com. 1850 Circle Lane, Cayucos, CA. 93430.



**ERICSON 35 MK II, 1978.** Newport Beach, CA. \$23,000. Classic Ericson 35 Mk II racer/cruiser sailboat equipped for bluewater cruising - or for West Coast runs to Mexico for the Baja Ha-Ha. Just completed 1500-nautical-mile journey from Vancouver to Southern California. Ericson 35s are well-loved sailboats that have navigated oceans, won ocean races, and proven themselves to be safe vessels that provide years of enjoyment for those individuals who are fortunate enough to own them. My 35 has been upgraded at a cost of \$10,000 to a Universal 4-cyl diesel in the mid-90's, making it perfect for cruising. Full sail inventory and electronics. Computer nav. Autohelm. More. <http://ericson35.weebly.com/index.html>. (310) 623-2299 or dan9991a@gmail.com.



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



**32-FT PEARSON, 1979.** South San Francisco. \$20,750. Beautiful blue hull, Yanmar diesel, full batten main, lazy jacks, furling, 3 jibs, dodger, autopilot, depth, plotter, wind gen, solar, VHF, standing rigging 2008. Great coastal cruiser. [www.flickr.com/photos/82835498@N06](http://www.flickr.com/photos/82835498@N06). Contact cwurzner@yahoo.com or (831) 402-9799.



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**33-FT TARTAN 10, 1980.** Brisbane Marina. \$14,500. New North 3DL racing main, very good 3DL racing headsails, 3 spinnakers, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel, Martec folding prop. Blue Awlgrip topsides. Very successful racing history. (650) 454-6950 or mcdonaldmarine@gmail.com.

**34-FT CATALINA, 1991.** SF, South Beach Marina. \$50,000. Great condition, well maintained, clean, dodger, everything important works, new roller furling jib system. Pulpit seats, new cockpit table, all essential systems. Berthed at South Beach Harbor, great access to the Bay, ball games and America's Cup activities. (650) 759-2120 or kenludlum@yahoo.com.



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

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

**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, photos on website. www.ericson351977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.



**33-FT HANS CHRISTIAN, 1982.** Olympia, WA. \$85,900. Clean with updated electronics including radar, chart plotter, depth, speed/log, VHF. Also SSB, Fleming windvane, watermaker, Spin-Tec roller reefing on the jib, CO detector, Alpha 3000 below deck autopilot and more. 2010 survey value \$119,000. Offering this classic vessel for \$85,900. Contact (360) 754-9130 or (360) 481-4827 or leonandjoanie@yahoo.com.



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

**35-FT PEARSON, 1976.** Alameda. \$29,000. Great Bay and coastal cruiser, ready to go sailing. Keel + centerboard. Good canvas including working jib, 130 genoa, spinnaker. Electric auxiliary from ElectricYacht - no more diesel maintenance. Bruce anchor, electric windlass, radar, VHF, autopilot. (925) 980-5702 or bob\_caulk@yahoo.com.



**34-FT ERICSON, 1989.** Belvedere, SFYC Harbor. \$58,000. Former flagship of the San Francisco Yacht Club. Original owner, two sets of sails, Gennaker, Universal diesel. Well maintained, all records. Contact (415) 435-5437 or (415) 652-3456 or hrheller@comcast.net.



**35-FT YORKTOWN, 1972.** Alameda, CA. \$17,500/obo. LOA: 38', Beam: 12'6". A pretty cutter-rigged boat with character and charm, but has so much more potential than currently reflected. Great Bay sailer and potential liveaboard. 4-108 Perkins diesel-low hrs (about 300) since rebuild in 2003, roller furling 150, storm jib, VHF, AM/FM, propane 3-burner/oven, fridge, dual stainless fuel tanks, twin 35lb CQR type anchors, rebuilt windlass. Contact cameron\_tammy@yahoo.com or (831) 240-8333.



## 36 TO 39 FEET

**37-FT HUNTER LEGEND, 1989.** Alameda. \$37,500. Great condition. 34hp Yanmar, H/C water, new autopilot, Dutchman system, GPS, very clean aft cabin model. Walk through transom. Ready to go! In Alameda. (919) 522-1685.

**36-FT HANS CHRISTIAN, 1975.** Oyster Point Marina. \$40,000. Sturdy, but needs new sails and a little more TLC to restore her to offshore cruising mode. Monitor wind vane. Dinghy. USCG documented. (415) 337-5303 or svtekin@gmail.com.



**36-FT BENETEAU 36.7 FARR FIRST.** 2004. Marina Village Alameda, CA. \$116,500/obo. Please see website for all details and inquiries... thank you. www.aycalientesailing.com. (510) 882-1296 or aaron@aycalientesailing.com.

**IRWIN 37 MK V, 1980.** Huatulco, Mexico. \$69,500. Turn-key world cruiser. Center cockpit, 2 bed/2 bath. Documented. Roller furling, Perkins 4-108, 3 solar panels, Monitor windvane w/auto tiller pilot, wind generator, SSB, VHF. Extensive refit 2011. (NEW: chain plates, rigging, mainsail, thru hulls, GPS/radar chart plotter, propeller, charger/inverter, batteries, liferaft, EPIRB) 4-burner stove, fridge/freezer, fireplace, many spares. www.sailblogs.com/member/luckyladyann/?show=gallery&aid=20151&p. Contact (011521) 622 118 3697 or (011521) 612 168 8442 or ladyann@vom.com.



**36-FT ISLANDER, 1975.** Richmond, CA. \$20,000. Fully documented and surveyed. Yanmar powered, Harken furler, tabernacle stepped mast, twin D-8 battery banks. Needs hull and bottom paint. Sail inventory: (1) 110 genoa, (1) full battens main. Very good condition. (925) 818-4740 or davidendom2@yahoo.com.

**36-FT SUN ODYSSEY 36.2, 1998.** San Anselmo. \$81,000. Well maintained sailing cruiser. Exceptionally well equipped, full instruments, radar, and autopilot. High res pics and specs at website. http://hitchcraft.net/Zingara. Contact (415) 992-5350 or miguel@hitchcraft.net.



**36-FT CATALINA 360, 2007.** Santa Barbara. \$135,000. 35hp Universal, 140 hrs. Excellent condition, professionally maintained. In-mast furling, color radar, Raymarine tri-data displays, autopilot, GPS, inverter, refrigeration, 3 batteries, windlass (up/down control), oversize bow/stern ground tackle, dodger, full bimini. Santa Barbara slip available. Email for complete equipment list. (805) 969-6327 or paulconnien@gmail.com.

**36-FT ISLANDER FREEPORT.** Model B, 1978. Morro Bay. \$49,000. 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. Contact bobjenkizziar@sbcglobal.net or (559) 707-7344.

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

**38-FT CUSTOM SAILBOAT, 1978.** Marina Bay, "D" 176. \$25,000/obo. Strong, fiberglass ocean sloop. Beautiful, handles easily. Large dry dodger/bimini, teak interior, Yanmar diesel, roller furling, autopilot, refrigerator, solar. New bottom. Encased keel and fuel tank. Call 7-9 PM. (916) 521-0470.

**36-FT PEARSON, 1985.** Sausalito. \$52,800. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: Roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, lifesling, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hours. Original purchase receipt, owner's manual, sail plans, etc. Hauled, painted Oct '10 along with new cutlass bearing. Beautiful interior in near-new condition. Insurance survey in Feb '11 valued at \$70,000. Great boat at a great price. Located at Schoonmaker Point Marina, slip C-72. www.flickr.com/photos/rgt-pics. Contact Bobgthomas@EarthLink.net or (925) 285-8738.

**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.

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**CATALINA 36 MK II, 2003.** Monterey. \$128,000. Excellent condition, Monterey slip, original owner, recently hauled/painted/surveyed/appraised, 35hp diesel 50 hours, water/waste tank monitor, full instruments, full kitchen, many extras, see website: <http://bit.ly/bigEZ>. Contact (831) 704-6457 or [bobbianrnls@gmail.com](mailto:bobbianrnls@gmail.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, beautiful wood interior, ports and forward hatch. Yanmar diesel, Furuno radar, spinnaker pole, pressure hot water, refrigeration, depth and knot meters. See website: [www.hurulu.blogspot.com](http://www.hurulu.blogspot.com). (415) 497-9079.

## 40 TO 50 FEET



**42-FT TYLER SLIPPER CUTTER, 1978.** Sausalito. \$44,000/obo. Like Bowman 42. 50hp diesel, less than 1100 hours. radar, GPS, liferaft, Ham radio, dodger, 4000 autopilot. Two anchors plus rode. Aft double quarters, head and shower. Solar, inverter, new batteries. new \$20,000 haul craft paint. Almost new Schaefer 3100 roller furler system. (415) 331-3542.



**43-FT NAUTOR'S SWAN, 1986.** Sausalito. \$175,000. Ron Holland "Grand Touring" version. Centerline queen berth, two staterooms, beautiful salon. Class, style and speed with an impeccable pedigree. Volvo w/890 hrs, MaxProp. Cruising inventory, liferaft, MOM module, Heart inverter, new cushions. (415) 720-7016 or [wolffjames76@yahoo.com](mailto:wolffjames76@yahoo.com). 1001 Bridge-way, Unit # 603, Sausalito, CA 94965.

**40-FT COLUMBIA, 1965.** Sausalito. \$10,000/obo. New interior paint and cushions. Atomic 4 engine needs work. Sails great, includes lots of extra sails. Great liveboard and/or project for right person. Serious only, please. Thanks! (415) 332-3229 or [grsmhl@yahoo.com](mailto:grsmhl@yahoo.com).

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



**40-FT BRISTOL SAILBOAT, 1974.** Sausalito. \$44,500/obo. Ted Hood design sloop/yawl rig. Minimum draft 4'6". Max draft 8'6". Beam 10'9". Newport to Bermuda winner. New electronics, standing rigging, bottom paint, Awlgrip house, hard dodger/bimini. (530) 318-7099 or [verticalsports@netzero.net](mailto:verticalsports@netzero.net).



**40-FT SANTA CRUZ, 1983.** Monterey. \$99,000. Excellent condition. Extensively updated, outfitted for cruising in 2008: New Ballenger spar and rod rigging, integrated Raymarine E Series: chart plotter, radar, speed, wind, depth, and autopilot. New Lewmar windlass, Xantrex inverter, refrigeration/freezer, Icom VHF. New Princess oven range, stereo, feathering 3-bladed MaxProp. New gelcoat decks and topside paint. New dodger canvas and cockpit cushions. Custom recessed transom ports. A fast performance racer/cruiser ready to go fast and far. For more info and photos see website: <http://santacruz40forsale.com>. (831) 915-3540 or [jimbo@mbay.net](mailto:jimbo@mbay.net).

**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](mailto:stanstreb@gmail.com).



**40-FT CAL SHAMAN, 1966.** Alameda, CA. \$110,000. Best equipped Cal 40 on the West Coast, turn-key for racing to Hawaii. North 3DL sails in great shape (including new main), B&G instruments and autopilot, carbon spin poles, Ballenger mast and boom, rigging by Easom. Yanmar 39hp 2005. Quarter berths converted to pipe berths, Spectra watermaker, 12" GPS chartplotter w/AIS transponder. Very clean, comfortable cruising as well. Must be seen. Contact (415) 725-9581 or [swaterloo@gmail.com](mailto:swaterloo@gmail.com).



**50-FT FD-12, 1981.** Sea of Cortez. Unsinkable fully equipped bluewater 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](http://www.svdaydreamer.com).



**43-FT TASWELL, 1988.** Alameda, CA. \$239,000. Bluewater cruiser. Ready to leave on the Baja Ha-Ha. 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 fridge/freezer, dual 2x5 solar panels and wind generator. Full cruising gear, systems briefings and complete documentation available. Contact Steve (530) 748-8010 or [lotus48@att.net](mailto:lotus48@att.net). See at [www.yachtsoffered.com/yachtsoffered.cfm?Yachts\\_Listingid=1291827&returntype=1](http://www.yachtsoffered.com/yachtsoffered.cfm?Yachts_Listingid=1291827&returntype=1).

**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](mailto:hans@pearlonthebay.com).

**41-FT MORGAN OUT ISLAND, 1972.** Marina del Rey. \$59,500. Sloop/cutter, 50hp Yanmar diesel, center cockpit/aft cabin refurbished, radar, Icom 710, watermaker, 5 sails, gennaker, lazy jacks. For pictures, see website, then listing 1291754. <http://YachtsOffered.com>. (661) 548-6603 or [hwolthuis@juno.com](mailto:hwolthuis@juno.com).



**41-FT KETTENBURG, 1970.** Ventura West Marina. \$49,500. Restored and updated, radar, Yanmar diesel, AC. Spinnaker, Avon, 12V refrigeration. Cruise ready, solar panel, TV and DVD player, fiberglass hull, beautiful mahogany interior. A real head turner. Pictures at: [www.kettenburgboats.com/broker.htm](http://www.kettenburgboats.com/broker.htm). Contact (805) 646-6707 or (805) 320-3549 or [wmmors@dslextreme.com](mailto:wmmors@dslextreme.com).



**44-FT CASCADE.** Pilothouse Cutter, 1983. Tahiti, to Bay Area. \$79,500. Fully equipped, ready to go, AK, Mexico, Puddle Jump vet. New hull/bottom paint. Refit 2008, fresh engine/gen. Fast and easy passagemaker. 11' Achilles, outboard, tools, spares, world charts, 6'5" headroom, SSB/Satphone, too much to list. Years of preparation. Priced to sell quick for Ha-Ha! (530) 710-3518 or [goodnews@uuplus.net](mailto:goodnews@uuplus.net).



**47-FT WAUQUIEZ CENTURION, 1986.** BVI. \$179,000. In the Caribbean, ready to cruise! Recent re-power, rigging, Odyssey batteries, Ultrasuede upholstery, electronics. Gorgeous boat, above and below deck. Very well equipped and maintained. Two boat owner. (802) 253-4550 or [mirage@surfbvi.com](mailto:mirage@surfbvi.com).



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**40-FT NORSEMAN 400, 1987.** Poulsbo, WA. \$169,000. Great sailing high performance bluewater cruiser. Lightly used, in excellent condition. High end equipment and hardware throughout. Westerbeke diesel - 2200 hours, roller jib and main. Updated instruments and radar. Espar heater, separate reefer/freezer units, inverter, electric windlass, 100 gal water, 90 gal fuel, Simrad autopilot, solar panels, Flexofold prop... more. Stunning teak interior has two staterooms, shower stall, huge galley, spacious salon and nav station, plenty of storage. Contact Norseman400@gmail.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.



**44-FT STEEL CUTTER, 1992.** Breakwater Cove Marina, Monterey. \$25,000/obo. Built by Topper Hermanson in 1992. Vessel is documented. Interior is not finished. Owner is 80 and recently moved ashore after 20 years of living aboard. Eager to sell. Asking \$25,000, but will consider any offer. Currently water and fuel tanks have been brought up, and bilge is being painted and is ready for inspection. Contact Peter McKay at (831) 375-4030, (831) 596-7480 (cell) or pbmckay@comcast.net.

**43-FT MORGAN SLOOP, 1985.** New Bern, NC. \$89,000. A veteran of Mexico, Costa Rica, El Salvador, and Panama. Cruise ready with 2 staterooms, 2 heads, and large center cockpit with hard dodger and complete screen and isinglass enclosures. She is well equipped with a long list of equipment and ready for cruising and/or living aboard. For photos and detailed specs go to website: [www.yachtworld.com/boats/1985/Morgan-Sloop-2355566/New-Bern/NC/United-States](http://www.yachtworld.com/boats/1985/Morgan-Sloop-2355566/New-Bern/NC/United-States). Or contact Mike Wood, (252) 571-3505.



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

**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](http://www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234). Contact woodeneye53@yahoo.com or (805) 459-1909.



**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.

**47-FT CATALINA, \$295,000.** Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Autoprop, Much more. (916) 607-9026 or cestlavie\_2000@hotmail.com.



**44-FT CATALINA MORGAN, 2007.** Coupeville. \$287,500. 2007 mint condition. A real deck salon. Great Northwest and world cruiser. 75hp Yanmar 8+ cruising. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Will trade for powerboat or real estate. (408) 666-3261 or jerryfsaia@aol.com.



**46-FT MORGAN 462, 1981.** Sausalito Yacht Harbor. \$119,000. 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/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.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. KVH TracVision satellite TV, satellite stereo. CD/DVD, flat screens in main salon/forward berth. Many more features, options. All records, documents. Easy to singlehand. You will not be disappointed. (602) 509-3728 or (602) 885-1326 or lsmith@khov.com.



**45-FT HUNTER, 1987.** Monterey, CA. \$89,000. This is a performance cruiser similar to a Baltic or Swan. *Pure Magic* is a strong, well constructed fiberglass boat with a stainless steel frame. Designed for long distance cruising, she is capable of sailing anywhere in the world. All systems are working perfectly. This is not a cheap fixer-upper to sink money into. She is very reliable and well maintained by a licensed captain. New rigging, sails, fridge, freezer, electronics, autopilot. (305) 394-5174 or jimkomo@gmail.com.

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



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



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



**41-FT SCEPTRE, 1986.** Crescent Beach, B.C. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures. Contact (604) 535-9373 or raceaway@shaw.ca.

**40-FT C&C AFT CABIN, 1983.** Marin. \$69,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furler, hydraulic backstay, and many other improvements less than four years old. Absolutely the most boat for the money you can buy. (415) 516-1299.

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**42-FT BENETEAU 423, 2003.** Pier 39, SF. \$165,000. Very clean boat that has seen light use and never been chartered or raced. Effortless to sail singlehanded with all lines leading back to cockpit. Volvo D2-55hp diesel with 300 hours maintained at KKMI. Two cabins with 6'5" clearance. Raymarine electronics, Bose waterproof speakers, 3-burner propane stove, freezer, microwave and much more. See specs on website. <http://sites.google.com/site/michaud423beneteau03>. Ask for Gary. (707) 224-7723 or (707) 287-5632 or garylmichaud@gmail.com.

**41-FT SCEPTRE, 1985.** Sausalito. Updated and world cruise equipped. \$185,000 if purchased through broker, substantial discount if purchased direct from owners. Sail from the cockpit: Leisure Furl, 100% Hood jib, on roller furler, spinnaker tack line to cockpit, staysail on removable inner headstay. Sceptres are world cruising boats. *Valentine* is well equipped for that cruise. Spectra watermaker, Grunert fridge/freezer, two 85 watt solar panels on dodger, Aquair wind/water generator, BMW D50, engine, 90 amp alternator, seven gel batteries, Icom radio, Pactor modem for email and weather fax, Nobletec program on Toshiba computer (includes AIS), Simrad autopilot linked to computer (with an Alpha autopilot for backup). Much more. Pics on Yachtworld. Details, email or call before 6:30 PDT. (415) 461-5902 or sarian1286@aol.com.



**41-FT ISLANDER FREEPORT, 1978.** Oyster Point Marina, South San Francisco. \$55,000. Spacious and comfortable cruiser. Liveaboard option. Close to mass transit. Solar panels. Honda 2000 generator. Many extras. See more at <http://ki-hi.com/gallery/islander41>. Call (408) 674-5533.



**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=ckZHxXEAMec](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact amgjohn@sbcglobal.net or (530) 318-0730.

**44-FT HARDIN VOYAGER, 1977.** Marina Palmira, La Paz, BCS, Mexico. \$79,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long range bluewater cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to [YachtWorld.com](http://YachtWorld.com) for specs. (530) 541-4654 or mortmeiers@aol.com.



**46-FT CAL 2-46, 1973.** Berkeley Marina. \$119,000/obo. Bill Lapworth designed Cal 2-46 center cockpit ketch is perfect for liveaboard, potential world cruiser with roomy interior, 6' headroom throughout, dry comfortable sail. Loaded with equipment, USCG documented. Contact (510) 541-0734 or (707) 499-4968 or jillspot@sbcglobal.net.



**47-FT CATALINA 470, 1999.** Monterey. \$220,000. Well maintained with a transferable berth in Monterey. Last hauled in 2011, new water heater, fresh water pump, new refrigerator, computer, new autopilot, racing and cruising sails, low hours on 75hp Yanmar turbo diesel. No brokers and qualified buyers only please. (831) 747-4691 or debbiempryor@gmail.com.

## 51 FEET & OVER



**73-FT AMERICA'S CUP SLOOP, 1992.** Sausalito. \$143,000. 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. Newly built cabin. (707) 895-3276 or tyone@rocketmail.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](http://www.freya52.com). (530) 342-1665 or [freya52@live.com](mailto:freya52@live.com).



**59-FT ALDEN SCHOONER.** Design #356-B, 2005. Santa Barbara, CA. \$750,000. Rebuilt 2005. Epoxy glued dbl planked kapur (like teak) below w/l. 75% new frames, new deck beams. One knowledgeable owner for past 45 years. Professionally maintained. Email for photos, [captkent2@sbcglobal.net](mailto:captkent2@sbcglobal.net) or call (707) 252-9383.

## CLASSIC BOATS



**60-FT STAYSAIL SCHOONER, 1935.** (70-ft LOA). \$110,000/obo. *Volunteer* (Zoe H). Designer, Edson B. Schock; builder, Port Boat Works, (Wilmington, CA). Built concurrently with Humphrey Bogart's yacht *Santana*. Veteran of four TransPacs (winner 1939, Aloha Class B). On-screen home of actor Jack Klugman in Universal Studios long-running television series, *Quincy, M.E.* Colorful history including WWII submarine patrol, Mexican charter service and El Salvadoran registry. Last raced 2005 SF Master Mariners, winner Dead Eye trophy. Old world craftsmanship, teak, oak, Honduran mahogany, leaded glass, marble; unique in all the world. One TransPac away from longevity record. Condition weathered; requires much sanding/varnishing to restore to former grandeur. Estimated replacement cost \$3 million. Owner willing to sacrifice for serious buyer. (541) 264-8346 or [schoonervolunteer@yahoo.com](mailto:schoonervolunteer@yahoo.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](mailto:jmcnish@earthlink.net) or (510) 846-4178.

**46-FT KETTENBURG, 1968.** Newport Beach, CA. \$14,500. Custom built racing sloop, double mahogany over oak, bronze fastened, Monel tanks, Barient winches, rebuilt Perkins 4-108 (not installed). Hull is tight, recently hauled. Needs TLC. Reduced for quick sale. Captain F.R. Bockmiller. (949) 500-6382.



**40.5-FT NORDEREY, 1952.** Moss Landing Harbor, Dock A71. \$17,000/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](mailto:norderey1@yahoo.com) or (209) 570-9951.



**47-FT CHEOY LEE, 1965.** Sausalito. \$39,000. *Pegaso*. Cal 32 (waterline). Former Flagship of San Diego Yacht Club. Mahogany strip-planked. Perkins 4-107 (50+/-hours), Lofrans winlass, Harken roller, water heater, AC, aluminum mast, 10 bags. Consider trade or partial financing. Contact (831) 809-2700 or [bill@santacruzhomes-re.com](mailto:bill@santacruzhomes-re.com).

## MULTIHULLS

**16-FT TRIMARAN, 1999.** Sebastopol, CA. \$4,000. 16-ft x 12-ft, 240 lb. trimaran. Dick Newick's own boat. Built 1999, foam covered glass, aluminum akas and mast. One crab claw rig, one lug rig. Bierig sails. Safe, low aspect ratios. Well built and cared for. Best with one adult, or two children. 10 knots often. 15 knots occasionally. Galvanized trailer. Prototype for a new model, which drawings are available to an experienced builder/marketer. Call (707) 217-0581.



**40-FT SEARUNNER, 1979.** Seattle, WA. \$65,000. Price reduced! 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, fully equipped, offshore ready. <http://searunner40seafire.wordpress.com>. Call (360) 756-5004.

**34-FT GEMINI 105MC, 2005.** Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. (650) 380-3343 or [brian.j.gibbons@gmail.com](mailto:brian.j.gibbons@gmail.com).



**23-FT NEWICK TREMOLINO, 1981.** Alameda. \$5,000. Pineapple sails. 2 berths. Honda outboard. (510) 769-8257 or [paulnmazza@gmail.com](mailto:paulnmazza@gmail.com).

**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: <http://neofsorsale.com> or tour us on YouTube: Uj33dCr9FnY. Contact (916) 622-9348 or [lloyds@jps.net](mailto:lloyds@jps.net).



**39-FT CROSS, 1979.** Bainbridge, WA. \$37,500. West System over fiberglass and cold-molded ply. 39' X 22'. Low Profile best suited to owners under 6'. Rear cabin for mechanical and storage. Large cockpit sheltered by hard bimini. New Beta 20 engine. Double berths each side. Space for head to be installed, hanging lockers. Forward double V-berth. Sleeps 6. Lots of storage. 4' draft with fin keel, very good to windward. Low profile windswept lines that reflect her easy seakeeping. Prior owners have clocked her at 20 knots. New Hasse sails, custom 110% furling jib, Profurl roller furling, main, storm sail, stainless bow, stern pulpits. Surveyed 12/2011. [http://multihullcompany.com/Trimaran\\_for\\_Sale/Cross\\_Trimaran/Aukai](http://multihullcompany.com/Trimaran_for_Sale/Cross_Trimaran/Aukai). Contact (206) 297-1151 or (310) 980-8212 or [Matthew@multihullcompany.com](mailto:Matthew@multihullcompany.com).



**42-FT KENNEX, 1992.** Anacapa Isle Marina, CA. \$225,000. *Laelia*, a rarely available Kennex, is a bluewater cruiser, equipped for offshore passage, and a proven circumnavigator. Until listed with broker, present owners will consider any serious offer. <http://s1153.photobucket.com/albums/p504/Catamaran999>. Email [catamaran999@gmail.com](mailto:catamaran999@gmail.com).



**47-FT MAYOTTE/VOYAGE, 1994.** Panama City, Panama. \$249,000. I spent a couple of thousand hours readying *Archies Way* for the family, but circumstances have changed. Here is a true bluewater catamaran in excellent ready-to-cruise the world shape clear down to provisions. Very comfortable with 6.6' headroom and lots of ventilation. Many new parts including new rebuilt mast, new standing and running rigging, watermaker and Hypalon 11.5 dinghy. For a complete list and photos contact Gary. (253) 617-0808 or [garyswenson@hotmail.com](mailto:garyswenson@hotmail.com).



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**21-FT RANGER TUG, 2005.** Monterey, CA. \$30,000/obo. The modern diesel tug for the recreational boater. New bow thruster, electric bilge pump, heating, GPS, VHF, AM/FM/CD player. Cushions, new trailer. Listed below market value for quick sale. (831) 277-3512 or (831) 809-6820. [dhoover@redshift.com](mailto:dhoover@redshift.com).



**30-FT AUGNAUGHT, 1995.** Moss Landing, CA. \$18,500. Mono-hull monotony got you down? Looking for something a little faster? Want to fly across the bay with your hair on fire screaming yeeee-haaaaah! Zoom just may be the medicine you need, and as a trailerable boat you will have access to many fresh water venues as well. The current owner needs to slow down for a while and wants it sold now! Hence the low price; this boat is ready to go now. Reduced price from \$25,000 to \$18,500. Has a Cape Horn windvane. Go to [www.yachtsoffered.com](http://www.yachtsoffered.com) and under "search for a boat section" type in Listing #1291771. No reasonable offer refused. Contact [hawknest1@prodigy.net](mailto:hawknest1@prodigy.net) or (831) 247-7939.



**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' liveaboard slip on F dock available also. It is on the east, shore side: \$45,000. \*If purchased together, boat, slip and liveaboard for \$245K (\$205K + \$40K). See at [www.facebook.com/CruisersYachtExcalibur?ref=tn\\_tnmn](http://www.facebook.com/CruisersYachtExcalibur?ref=tn_tnmn). Contact [babemcc@gmail.com](mailto:babemcc@gmail.com) or (916) 995-6986.

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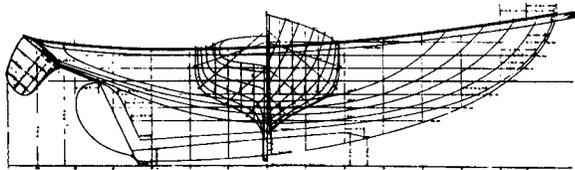
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