

Latitude 38

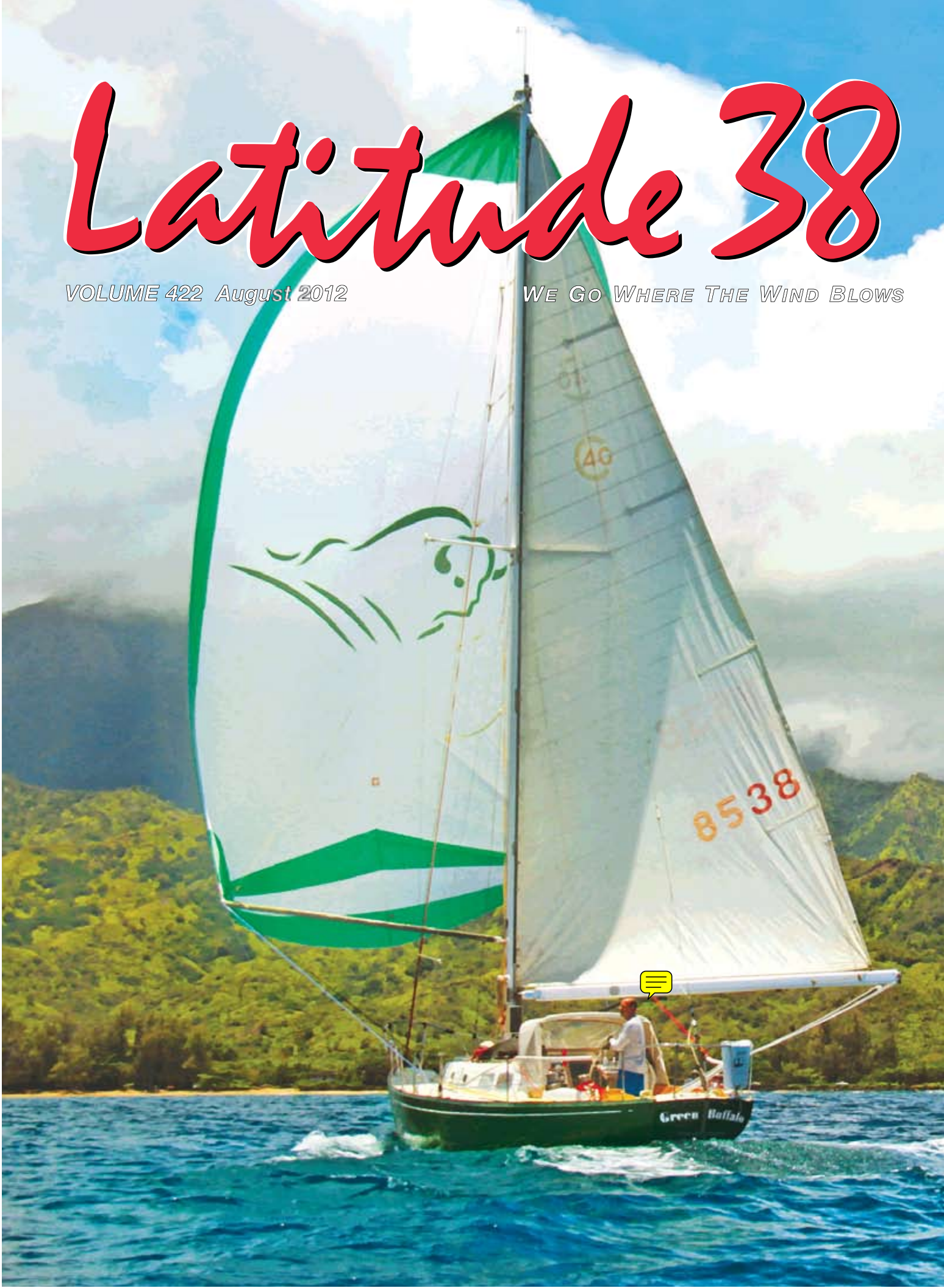
Latitude 38

VOLUME 422 August 2012

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AUGUST 2012

VOLUME 422



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*Eager**

Rob Gray's *Eager* was built in 1970, a Camp-er Nicholson 55 originally christened *Lutine* and owned by the Lloyd's Register Yacht Club of London as their club boat.

In 2009, Rob brought *Eager* from England to Rutherford Boat Works in Richmond, California, for a complete refit of the interior, the deck and the rig, plus a modern rudder, designed by local naval architect Jim Antrim. And a new set of sails from Pineapple Sails.

Last month, Rob sailed *Eager* in England's 2012 Round the Isle of Wight Race, finishing 2nd in a class of "680ish" and "got a GUN!!!" and was 58th out of 1,647 entrants.

In this year's race, the folks from the Lloyd's Register Yacht Club started 10 minutes ahead of *Eager*. And it is their photo at left, taken after being passed by *Eager* (they are talking of trying to buy her back).

The refit of *Eager* was done to perfection. The sails needed to match that standard. And they did. Pineapple Sails: fast, durable, perfect. Call us for sails for your boat.

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Cover: Jim Quanci and his Cal 40 *Green Buffalo*
trampled the competition in last month's Singlehanded TransPac.

Photo by Robbie Gabriel

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

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Island Packet 45, 1998 \$229,000



51' Beneteau Cyclades, 2006 \$260,000



39' Beneteau 393, 2007 \$149,500

SAIL

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41' Newport	1983	50,000
40' Beneteau	2009	199,000
40' Beneteau	2008	185,000
40' Beneteau 40.7	2001	165,000
39' Beneteau 393	2007	149,500
38' Island Packet	1999	229,000
38' Island Packet	1999	227,000
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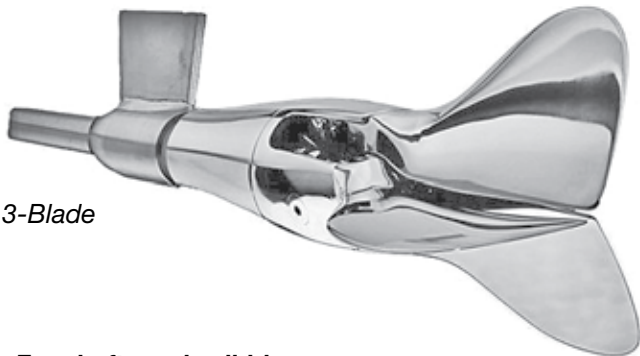
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Latitude 38

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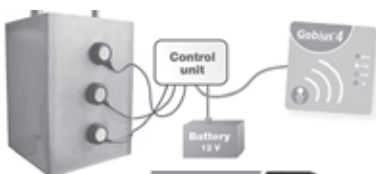
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Non-Race

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

Aug. 1 — An Insider's Guide to Yacht Chartering Worldwide with *Latitude's* Andy Turpin at Corinthian YC, 7 p.m. Free. RSVP to www.cyc.org or (415) 435-4771.

Aug. 1 & 31 — Double your pleasure this month by sailing under a full moon twice!

Aug. 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfy.com.

Aug. 1-Sept. 30 — 'Sausalito Connections' art exhibit at Cavallo Point Art Gallery. Free. Daily hours, 10 a.m.-7 p.m.

Aug. 2, 4, 9, 23-25, 30 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Aug. 3-5 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.scyachts.com.

Aug. 4 — Maritime Day Celebration & Flea Market at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 4 — Petaluma Music Festival. Info, www.petalumamusicfestival.org.

Aug. 4 — Knot Tying & Line Management seminar at San Jose West Marine, 2-4 p.m. RSVP to (408) 246-1147.

Aug. 5 & 19 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Aug. 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Aug. 9 — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Aug. 11 — Heritage Day at China Camp. Info, www.friendsofchinacamp.org.

Aug. 11 — Boaters Swap Meet at Alameda West Marine, 7 a.m.-1 p.m. Info, mgr00127@westmarinestores.com.

Aug. 11 — Marina Village Flea Market at Gate 11, 9 a.m. See www.marinavillageharbor.com for directions.

Aug. 11 — Tour SF Maritime Historical Park's small craft collection in Alameda, 10:30-12 p.m. Free. RSVP to (415) 292-6664 or email mgardner@maritime.org.

Aug. 11 — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i Outrigger Canoe Club, the day offers seminars and hands-on outrigger action. Info, shorelinelake.com/aquatic/aquatic.htm.

Aug. 15 — Water in My Veins: How a Pauper Helped Save a President, with LTCR Ted Robinson USNR at Corinthian YC, 7 p.m. Robinson helped rescue JFK during WWII and became his tentmate. Free. RSVP to www.cyc.org or (415) 435-4771.

Aug. 16 — Sausalito YC's Third Thursday Seminar Series, 6:30-8:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar.

Aug. 16 — Bay Tactics & Local Knowledge seminar at South Beach YC, 7 p.m. Free. RSVP at www.southbeachyc.org.

Aug. 17-19 — 25th Annual Metal Boat Festival in Anacortes, WA. Info, www.metalboatsociety.org.

Aug. 18 — Swap Meet at Ballena Isle Marina, 8 a.m.-2 p.m. in E Dock parking lot. Info, (510) 523-5528.

Aug. 18 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. Tour the facility, take a free spin on

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Aug. 18 — Chantey Sing-a-Long aboard *Balclutha* at Hyde St. Pier, 8 p.m.-12 a.m. Dress warmly and bring a mug for hot cider. Free. RSVP at (415) 561-7171.

Aug. 18 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3-3:45 p.m. \$5 (under 16 free). Info, (415) 447-5000.

Aug. 18 — Tropical Caribbean Party at Aeolian YC in Alameda, 3 p.m. Open to everyone, call for berthing. Info, www.aeolianyc.com.

Aug. 24-26 — All Islander Rendezvous & Fun Race in the Estuary. Info, www.islander36.org.

Aug. 25 — Nautical Flea Market at Vallejo YC, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, (707) 643-1254.

Aug. 25 — Sea Music Festival on the Pier at SF Maritime National Historic Park to celebrate the America's Cup World Series, 9:30 a.m.-5:30 p.m. Two stages on Hyde Street Pier will feature music from around the world. Stay for a chantey sing, 7:30-10 p.m. Info, (415) 447-5000.

Aug. 30-Dec. 6 — Sailing Skills & Seamanship course by USCG Auxiliary Santa Cruz on Thursday nights. \$55. Info, www.a1130607.uscgaux.info or bsimpson@cruzio.com.

Aug. 1982 — It Was Thirty Years Ago from the article 'Cortez Catch — Free Dinner' by Charles Kurlander:

This is not an article for fishermen; it's for cruisers whose luck it is never to catch a fish, or don't even know how to begin. Some sailboats show up in Puerto Escondido trolling some monstrous assembly of treble hooks, feathers, chrome and plastic. And the crew wonders why they haven't caught a fish in over 1,500 miles. The techniques below will not catch you any record breakers, but they will put a nice dinner on the table.

Before you sail down here, go to the local swap meet and pick up a rod and reel of the saltwater variety. I prefer a two-piece sturdy spinning rod for casting from the boat at anchor, and to avoid the whiplash inherent in a conventional reel, but anything will do. In a pinch, just buy some monofilament of about 20-lb test. Mexicans have perfected a no-nonsense rig of hook, line, sinker and Tecate beer can, which works functionally with practice.

As for tackle, at the very least, buy hooks. You can always use a rusty sparkplug for a sinker. For trolling, invest in a handful of white feather lures. These should have a chrome weighted head and ruby eyes. You will also need wire leaders to protect your investment. Try to find one with a dark finish. For fishing from the boat or along shore, buy the hot pink 'scampi', and if you want to enlarge your inventory, look for rapalas, chrome spoons or candy bar-shaped lures.

Among the innumerable species of edible fish found in the Gulf, you will probably be catching three main kinds: dorado (also known as mahi mahi or dolphinfish), sierra (a more solitary member of the mackerel family) and cabrilla (an inshore member of the bass family).

Most boats reach Cabo in the winter. This is when the sierra are running heavy throughout the Cape. As boats migrate north into the Gulf during the late spring, so do the dorado. At this time, the cabrilla also become more active. If you summer in the Gulf, especially around Puerto Escondido, there should be little problem in keeping the chest full of fish.

As soon as you see the rock arch of Cabo, throw out your white feather, attached to a leader and 100-200 feet of monofilament. Sierra love white feathers, as do skipjack and bonito. From then on, whether you power or sail, no matter how slow, keep your lure in the water. You will catch fish.

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CALENDAR

Sierra are toothy creatures, and have a proclivity to hit the bright swivel on the leader, sending your \$2 lure to the bottom — thus the reason for a dark finish on your swivel. Also, after a few strikes, they leave those white feathers in tatters. Look for some white webbing often used in lawn chairs. Shredded and tied to a leadhead with sail twine, they prove a durable substitute for white feathers.

The closer you keep to shore, the better your chances of picking up a fish, especially near dawn or dusk. During the day, when the dorado are running, they will often hit anything that moves through the water, the faster the better. If you see a clump of sea grass or any floating debris, steer close to it, as dorado often lounge in the shade waiting for something to swim by.

When you're at anchor, pull out the scampi. If you're close enough to shore, just stand on your bow and cast out at sunset into the sandy shallows near the rocks and retrieve slowly, then fast, then by jiggling. Look for any turbulence in the water, then cast for it. Cabrilla find these nervous-acting lures attractive, as do many other species in this habitat.

Fishing sometimes reminds me of what Henry Miller once said about the act of communion. He acknowledged what a great joy it is to eat, but perhaps, he said, it's a greater joy to be eaten. Somehow that makes my fish taste better.

Sept. 1-3 — See Jim DeWitt's art at the Sausalito Art Festival. Info, www.sausalitoartfestival.org.

Sept. 3 — The unofficial end of summer — Labor Day.

Sept. 5 — Cruising Mexico seminars by Paradise Village Marina Harbormaster Dick Markie and Marina El Cid Harbormaster Geronimo Cevallos at Berkeley YC immediately preceding the Mexico-Only Crew List Party (see next listing), 4:30-6 p.m. Free. Stay for the party!

Sept. 5 — Latitude 38's Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Berkeley YC, 6-9 p.m. \$7 (free for registered '12 Ha-Ha skippers and first mates). Info, www.latitude38.com/crewlist/Crew.html.

Sept. 6-9 — 3rd Annual All-Islander Rendezvous at Catalina Island. All Islander owners welcome. Email Don Grass at dgrass1@cox.net for info.

Sept. 7-9 — 36th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 12-16 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 14 — Cruising the Panama Canal seminar and BBQ for Ha-Ha'ers, with Ullman Sails and Pacific Offshore Riggers in San Diego, 5 p.m. Free. Info, www.ullmansailsandiego.com.

Sept. 15 — Swap Meet at Alameda YC followed by an open house, 8 a.m.-4 p.m. Info, www.alamedayachtclub.org.

Oct. 28 — Baja Ha-Ha XIX Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

Aug. 2-5 — Flying Dutchman NAs. SCYC, www.scyc.org.

Aug. 4 — YRA-WBRA #7. BYC, www.yra.org.

Aug. 4 — YRA #3 (short course). RYC, www.yra.org.

Aug. 4 — Singlehanded Sailing Society's rescheduled Singlehanded Farallones Race. Info, www.sfbayss.org.

Aug. 4 — Ruth Gordon Schnapp Regatta. GGYC, www.ggyc.org.

Aug. 4-5 — BAYS #5/Summer Splash. EYC, www.bayarea-youthsailing.com.

Aug. 4-5 — 49er PCCs. RYC, www.richmondyc.org.

Aug. 5 — Gracie & George Regatta, a co-ed doublehanded

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53' J/160, '01, <i>Mandalay</i>	\$579,000	40' J/120, '94*.....	\$149,000	32' Catalina 320, '95*.....	\$52,000
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	40' Farr, '97, <i>Far Niente</i>	\$170,000	30' Columbia 30, '06, <i>Escudero</i>	Reduced \$89,800
52' TransPac w/IRC mods, '03, <i>Braveheart</i> *.....	Reduced \$395,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
50' Bakewell-White, '02, <i>Brista</i>	\$615,000	39' Carroll Marine CM 1200, '95*.....	\$55,000	30' J/30, '79*.....	\$26,000
48' J/145, Hull #9, '03*.....	\$675,000	38' Alerion, '07*.....	\$269,000	30' Peterson Half Ton*.....	Reduced \$14,900
48' 1D48, '96, <i>Chaya</i>	\$60,000	36' J/109, '03*.....	\$189,000	30' Scout 30, '80, <i>Zelda</i>	\$60,000
47' Valiant, '81, <i>Sunchase</i>	SOLD	36' J/36, '82.....	\$59,000	29' MJM 29z, '07*.....	\$269,000
45' Jeanneau Sun Odyssey, '08*.....	\$319,000	35' J/105, '92, <i>Vim</i>	\$85,000	28' J/28, '87*.....	\$32,000
44' J/44, '90, <i>Phantom</i>	\$239,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	28' Alerion Express, '02*.....	\$59,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Islander, '78*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$89,000	26' J/80, '06, <i>J Hawk</i>	New Listing \$48,500
43' Custom C&C, '73.....	Reduced \$230,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$68,900	26' J/80, '01, <i>Nimbus</i>	SOLD
42' Beneteau 423, '07*.....	\$204,500	35' J/35C, '91*.....	\$89,000	26' J/80, '01*.....	\$32,900
41' True North 38, 2002, <i>Ricochet</i>	Reduced \$184,900	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900	26' J/80, '00*.....	\$29,000
41' J/124, '06.....	SOLD	34' MJM 34z, '05*.....	Reduced \$259,000		
40' J/120, '02, <i>Alchera</i>	Reduced \$179,000	33' Synergy 1000, '99.....	\$59,000		

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CALENDAR

race featuring 'Gracie' on the helm. EYC, www.eyc.org.

Aug. 5 — Jack & Jill Race. MPYC, www.mpyc.org.

Aug. 6-7 — El Toro Worlds at Pinecrest. Info, www.eltorogra.org.

Aug. 6-10 — Chubb U.S. Junior Championships for the Sears Cup, Bemis Trophy and Smythe Trophy. SFYC/TYC, www.sfytc.org and www.tyc.org.

Aug. 11 — YRA-OYRA Approach Buoys. Info, www.yra.org.

Aug. 11-12 — Franks Tract Regatta. Andreas Cove YC (Owl Harbor), www.andreascoveyc.org.

Aug. 12 — Summer Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Aug. 12 — Baxter Judson #5. PresYC, www.presidioyachtclub.org.

Aug. 17 — 4th Annual Zongo Yachting Cup, a 20-mile fun race from Morro Bay to Avila Beach with two classes: PHRF and Cruising. Followed by a massive party/concert. Info, Paul Irving at (805) 441-3344 or paul@zongoallstars.com.

Aug. 18 — North Bay #5. VYC, www.vyc.org.

Aug. 18 — H.O. Lind #7, 8 & 9. TYC, www.tyc.org.

Aug. 18 — Small Boat Summer. EYC, www.encinal.org.

Aug. 18 — Summer #5. SeqYC, www.sequoiayc.org.

Aug. 18 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 18-19 — SF Melges Race Week. SFYC, www.sfytc.org.

Aug. 19 — Jack & Jill Race. MPYC, www.mpyc.org.

Aug. 21-26 — America's Cup World Series Season Two kicks off on San Francisco Bay, as AC45s take on one of the area's most challenging sailing months. See www.americascup.com for details.

Aug. 23-26 — Melges 24 NAs. SFYC, www.sfytc.org.

Aug. 25 — YRA-WBRA #8. EYC, www.yra.org.

Aug. 25 — Singlehanded Sailing Society's Half Moon Bay Race. Info, www.sfbayss.org.

Aug. 25 — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, www.elkhornyc.com.

Aug. 25 — Santa Cruz Fall Big Boat Regatta. SCYC, www.scyc.org.

Aug. 25-26 — 5th Annual Sarcoma Cup fundraiser, hosted by BYC. Info, www.sarcomacup.org.

Aug. 25-26 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

Aug. 26 — Fall Series #1 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Aug. 26 — Fall SCORE #1. SCYC, www.scyc.org.

Aug. 27-Sept. 1 — International 18 Skiff Regatta, including Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfytc.com.

Aug. 31-Sept. 1 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.scyc.org.

Sept. 1 — 24th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 1-2 — BAYS #5 at TYC. Info, www.bayarea-youthsailing.com.

Sept. 2 — Labor Day Luau Cup. VYC, www.vyc.org.

Sept. 2 — 21st Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.org.

Sept. 6-9 — 48th Rolex Big Boat Series, a highlight of the local racing season. StFYC, www.stfytc.com.

Sept. 8 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 8 — Singlehanded Sailing Society's Round the Rocks Race. Info, www.sfbayss.org.

Sept. 8 — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.

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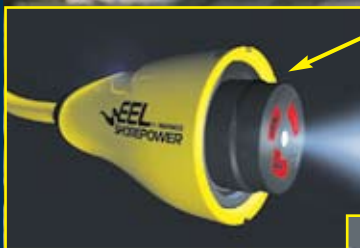
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CALENDAR

Sept. 8-9 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 9 — Baxter Judson #6. PresYC, www.presidioyachtclub.org.

Sept. 15 — YRA-WBRA #9. Info, www.yra.org.

Sept. 15 — YRA #4/long. SYC, www.yra.org.

Sept. 15 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 15 — Jack & Jill. SCYC, www.scyc.org.

Sept. 15-16 — SF Perpetual Challenge. SFYC, www.sfyj.org.

Summer Beer Can Regattas

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

BAY VIEW BOAT CLUB — Summer Monday Night Madness: 8/13, 8/20, 9/3, 9/17, 9/24 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

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

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

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

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

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

ENCINAL YC — Friday Night Summer Twilight Series: 8/10, 8/24, 9/14. Susan, rearcommodore@encinal.org.

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

GOLDEN GATE YC — Friday nights: 8/10, 8/24. Gary, (916) 363-4566 or gsalvo@pacbell.net.

ISLAND YC — Summer Island Nights on Fridays: 8/3, 8/17, 9/7, 9/21. John, (510) 521-2980 or iycracing@yahoo.com.

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

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

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

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

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

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

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

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

SANTA ROSA SC — Twilight Series every Monday through 8/6. Info, www.santarosasailingclub.org.

SAUSALITO YC — Summer Sunset Series on Tuesday nights: 8/7, 8/21, 9/4, 9/18. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

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

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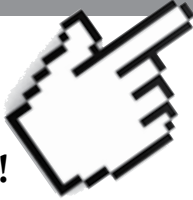
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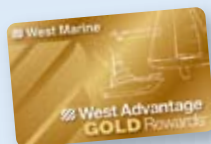


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CALENDAR

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

SOUTH BEACH YC — Friday Night Series: 8/3, 8/17, 8/24. Info, rearcommadore@southbeachyc.org.

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

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

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

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

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

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

August Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
8/04Sat	0115/6.0	0731/-0.1	1425/5.6	1955/1.7
8/05Sun	0203/5.5	0809/0.4	1459/5.6	2046/1.6
	LOW	HIGH	LOW	HIGH
8/11Sat	0154/1.0	0912/3.9	1319/3.1	1924/5.6
8/12Sun	0248/0.7	1007/4.2	1420/3.1	2018/5.7
	HIGH	LOW	HIGH	LOW
8/18Sat	0008/6.1	0626/0.0	1318/5.5	1839/1.6
8/19Sun	0054/5.9	0701/0.3	1349/5.7	1925/1.3
	LOW	HIGH	LOW	HIGH
8/25Sat	0035/0.3	0750/4.2	1215/2.8	1842/6.2
8/26Sun	0145/0.1	0903/4.5	1333/2.8	1949/6.3

August Weekend Currents

date/day	slack	max	slack	max
	8/04Sat	0955 2212	0014/3.5F 1252/4.0F	0310 1602
8/05Sun	1033 2301	0059/3.2F 1328/3.6F	0358 1639	0651/4.1E 1919/3.6E
8/11Sat	0406 1540	0717/2.1F 1829/1.6F	1013 2121	1205/1.1E 0817/2.4F
8/12Sun	1113 2218	0034/3.3E 1315/1.2E	0503 1642	0817/2.4F 1931/1.8F
8/18Sat	0209 1501	0511/4.7E 1738/3.7E	0853 2101	1148/3.9F 2354/3.4F
8/19Sun	0254 1533	0552/4.6E 1818/4.1E	0926 2145	1223/3.9F 2145
8/25Sat	0250 1429	0548/2.8F 1727/2.2F	0911 2022	1113/1.7E 2342/4.2E
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LETTERS

↑↓ THOUGHTS ON SINGLEHANDED TRANSPAC SAILORS

The Singlehanded Sailing Society rules! And the Singlehanded TransPac competitors are the best of the best. What a show of unselfishness, dedication to our sport, camaraderie and plain old humanity for the bunch of them to join to-

USCG LT. JONATHAN RICE



Fellow racers intercepted 'Bela Bartok' when she was about 12 miles off Maui.

gether to save fellow racer Derk Wolmuth's Vindo 40 *Bela Bartok*, which he had to abandon because of a medical emergency.

They all are simply wonderful human beings, and I am damn proud to know many of them. Cheers to all on making something like this happen even after crossing 2,120+ ocean miles. Rarely have I seen such a fine display of sportsmanship and collective responsibility.

Kristen Soetebier
Commodore, Island YC

Kristen — We couldn't agree more that the generosity of everyone involved in the recovery of Bela Bartok — from the racers who sailed her to Waikiki YC to the ones who footed the bill for the expenses — is truly remarkable. Find out more about Wolmuth's rescue and Bela's recovery in Sightings.

↑↓ OLD SAILORS RULE!

The rig on Andy Bartholomew's 50-ft trimaran *Traveller*, which I designed many years ago, came down with him and me aboard last month. We were 500 miles north of Hawaii bound for San Francisco at the time, sailing in 15 to 20 knots of wind, with 9-ft seas. We were carrying a working jib and a double-reefed main. Our boat speed was over nine knots.

The cause of the dismasting was a chainplate toggle that didn't match the turnbuckle.

It took a day for us — Andy is 76 and I'm 86 — to get the deck squared away, spars secured, and sails stowed. The carbon fiber wing mast was damaged at the leading edge below the hounds. The damage occurred in a place where it couldn't have hit the deck, so perhaps it happened when it hit the water.

We got underway with a 185-sq ft staysail. We hoisted the foot on the radar mast, which was well aft, and secured the head as far forward as possible to windward. With 15 to 20 knots of wind, which we had all the way to Oahu, we were able to make 1.5 knots. It would have helped if we could have raised the boom for a 'mast', but it was too heavy. Unfortunately, the boat didn't have a light spinnaker pole.

When we used the engine — which was more than half the time — we ran it at just 2,000 rpm to conserve fuel. That brought our speed up to four knots. We had 50 gallons of fuel, and that got us within 130 miles of Oahu, at which point we called the Coast Guard and asked for suggestions. They had the 200-ft University of Hawaii SWATH catamaran research vessel *Kilo Moana* divert to provide the 35 gallons of fuel we needed to get the rest of the way to Honolulu. The fuel transfer was done efficiently, using their 16-ft hard-bottom inflatable and 5-gallon jerry cans tied to a trailing line.

Repairs to *Traveller* are underway at the University of Hawaii nautical training facility on Sand Island, Oahu.

Andy Bartholomew is a fine seaman and shipmate, which minimized his elderly guest's shortcomings. We were pleased to have been able to make it back to Honolulu with no more

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LETTERS

assistance needed. Thanks to those who helped at sea and with electronic communications!

Dick Newick
Sebastopol . . . I think.

↑↓ SUPER PEDRO TO THE RESCUE!

The weather gods must have been watching the fun we all had during the recent Tahiti-Moorea Sailing Rendezvous in French Polynesia, and decided that they would provide their own closing ceremony. After everyone had returned to their boats in the early evening and were reflecting on what a great three days we had enjoyed, a bit of a storm started to brew on the horizon. Within a couple of hours, it was 'all hands on deck', as the rain came pouring down and the wind whistled through the compact anchorage. Chaos soon followed, as the 70 boats, which were already too close to one another, began to dance around on their anchors. The wind increased to a steady 40 knots with gusts in the 50-knot range.

We were in our foul weather gear with the engine running in gear to ease the strain on the anchor when the inevitable happened — one boat began dragging her anchor. That set off a chain reaction, as her anchor tripped other anchors as she drifted through the fleet. Fortunately, our *Red Sky* didn't get tangled in the mess that followed, but four boats ended up with their anchor chains twisted around one another. Boats banged into each other, resulting in some damage to a few boats, but nothing too serious. We could see enough to know what was going on, and the VHF radio was alive with calls for assistance.

That's where the photo becomes relevant. Of all the stories that were told in the aftermath, one kept recurring. But each time I heard it, it had become more sensational. What



JOHN HEMBROW

really happened was that Pedro, a crewmember on *Condesa Del Mar*, went to the assistance of one boat that was dragging. He helped them retrieve their anchor and relocate in a more suitable spot. That's it.

However, the story went from Pedro taking a dinghy over to help them, to Pedro jumping overboard and swimming 500 meters to their boat to help them, to Pedro swinging from mast to mast to get to the boat in trouble — and so on.

Having heard all these stories, I decided that Pedro must really be some sort of super hero. I then became concerned because all superheroes must have a costume, right? It was then that I recruited the gang from *Taka Oa* and *Condesa* to make him a cape!

As luck would have it, the cruisers organized a get-together on the beach the following afternoon, so it was there that we presented the cape to the hero. Everyone got a good laugh, and it was nice to have a lighthearted moment after what had been a stressful evening for many.

John Hembrow
Red Sky, Moody 54
Mount Warren Park, Queensland, Australia

↑↓ NOTHING MORE THAN LEGAL EXTORTION

I can't believe the lawsuit that was filed by Aaron Peskin, former president of the San Francisco Board of Supervisors,



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LETTERS

and other attorneys, who got the City of San Francisco to pay \$150,000 for a study to see whether America's Cup boats will scare birds. And who also got the City of San Francisco to pay for the 'work' they did to file the suit.

How could these lawyers lower their ethics to bring such a suit to court, wasting both the time and funds of an already inadequate legal system for something that strikes me as being nothing more than legal extortion? That Peskin, whom I view as a parasite of the public purse, should be characterized as anything other than a blackmailer is journalistic sin.

John McNeill
Yankee
San Francisco

John — When it comes to understanding how modern government functions, you sound as if you just fell off the turnip truck. The deal is that members of the government — no matter which party — seek to extract as much money as possible from taxpayers, under any guise that will play to the public, be it health care or preventing birds from being frightened by sailboats. The more money that comes in, the more money gov-



LATITUDE / LADONNA

Ack! That Cal 20 just scared those cormorants. Call the avian psychologist!

ernment officials and bureaucrats are able to siphon off and spread among their inner circles. It's even better than being in the mafia, because it's legal, and officials get to keep telling themselves and every fool who will listen that they're doing it for 'the kids' or the 'people' or the 'environment'. That they and their extended families get hefty Cadillac benefits in the process, while the rest of the population goes to the poor house, is just a serendipitous accident.

We don't know this for a fact, but what do you suppose the chances are that the supervisors who voted in favor of the bird study and the \$75,000 settlement with the lawyers will be getting campaign contributions from — what a shock! — the lawyers who profited from the settlement? And that they aren't all good friends in the first place?

Why don't members of the other side of the political spectrum raise a stink to fight settlements for such preposterous lawsuits? Because when they come up with their own money-making scams, they want the support of their putative opponents. You know, the old 'I'll scratch your back if you scratch my back, and we'll all get rich at the public's expense'. How else do you think the funding got approved for Governor Brown's ridiculous High Speed Beanstalk to Nowhere, which is now opposed by an overwhelming percentage of Californians, and which some legislators voted for even though they don't believe it will ever be completed? It's a beautifully lucrative system, unless you're a taxpaying chump who isn't part of government, in the inner circles, or will be one who lightly and briefly gets trickled upon.

↑↓ THE DEFINITION OF A PROPER CRUISING YACHT

I saw the July 20 'Lectronic item about Justin Jenkins and his girlfriend getting ready to go cruising in a Columbia 34. Is a 40-year-old Columbia something that you'd consider a 'proper cruising boat'?

Mike Finkle
San Francisco

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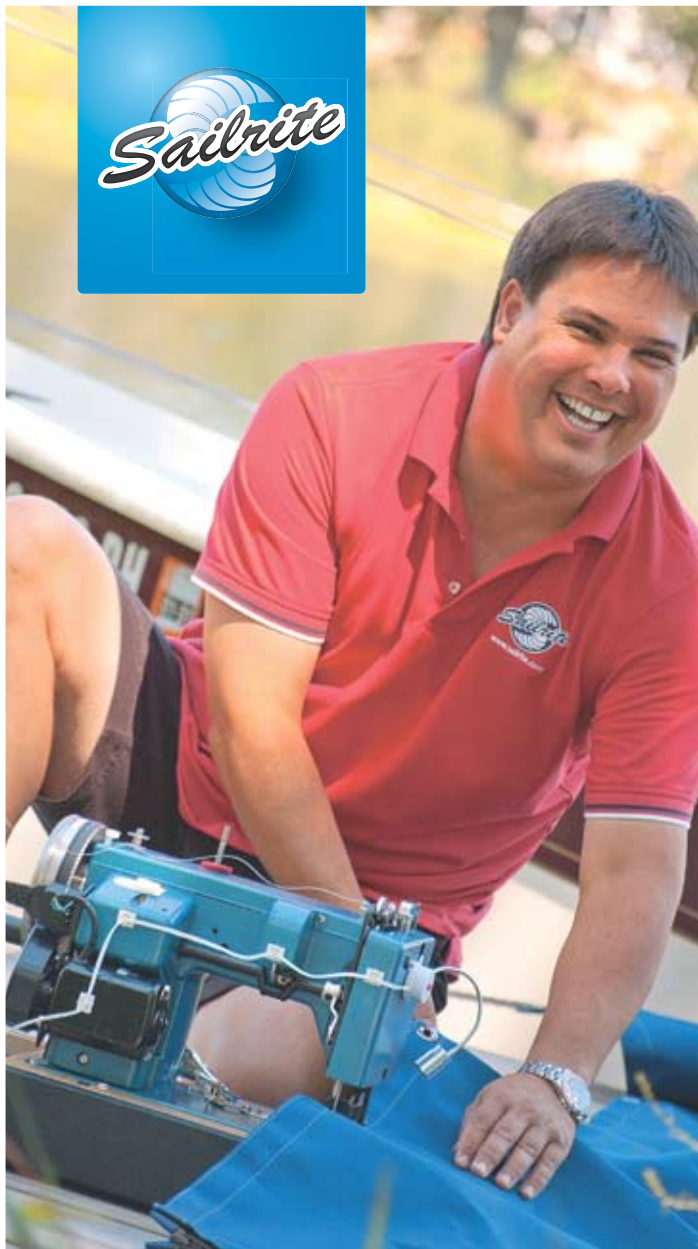
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Mike — We're going to take the easy way out and define a 'proper cruising yacht' as one that has proven it can get the job done. To that end we're going to republish a '00 Changes from the then-Santa Clara-based Roy Wessbacher, who is a member of Latitude 38's Frugal Cruising Hall of Fame.

"Having now covered 31,700 ocean miles and visited 35 countries with my Columbia 34 MKII Breta, my boat and I are back in the United States. I finished the trip as I began it, singlehanded. But while enroute I had a total of 17 crewmembers, all of them vegetarians — and all of them female. Cynthia, a Dutch girl, even lasted through the whole ugly Red Sea leg from Sri Lanka up to Israel — and that 4,400 miles took 147 days. Susanne,



LATITUDE / RICHARD

"I'm almost free," exults Justin Jenkins on the bow of 'Ichiban'.

It took me to sail from Puerto Vallarta to Puerto Vallarta, I spent an average of \$14.66 a day. That's \$445 a month, \$5,350 a year, or a grand total of \$25,300. I had budgeted \$20 day, so I completed the trip way under budget. Those numbers include every single expenditure. I did two bottom jobs, one in New Zealand and one in Thailand. I had no major breakdowns, and didn't fly home."

As we recall, Wessbacher paid \$10,000 for his Columbia 34. After his circumnavigation he purchased a LaFitte 44.

We're also reminded that Jaspar and Floerfida Benincasa not only did the '03 Ha-Ha with their Las Vegas-based Columbia 34 MKII Floerfida, but that the novice sailors had a fabulous time cruising their modest boat most of the way across the Pacific. They subsequently purchased a 44-footer and were getting ready to go cruising again. So who knows, maybe young folks save so much money by cruising inexpensive boats that they can buy bigger ones?

By the way, some older sailors — such as Roger Fitzwilson of the San Diego-based Columbia 50 Windstorm, previously owned by Columbia Yachts owner Dick Valdez — claim that Southern California boats built prior to '73 are stronger



LATITUDE / RICHARD

than those built in the years immediately following. The reason is the Oil Crisis of '73, which was created when the members of OPEC proclaimed an oil embargo on the West following the decision of the United States to re-arm Israel after the Yom Kippur War. The price of a barrel of oil quadrupled to nearly \$12/

barrel — it's about \$90/barrel now — and marked the end of U.S. drivers' paying 25 cents for a gallon of gas. Since the main component of fiberglass boats is petroleum products, the cost of the raw materials for fiberglass boats shot up. So hulls of boats, which previously had been ridiculously thick to err on



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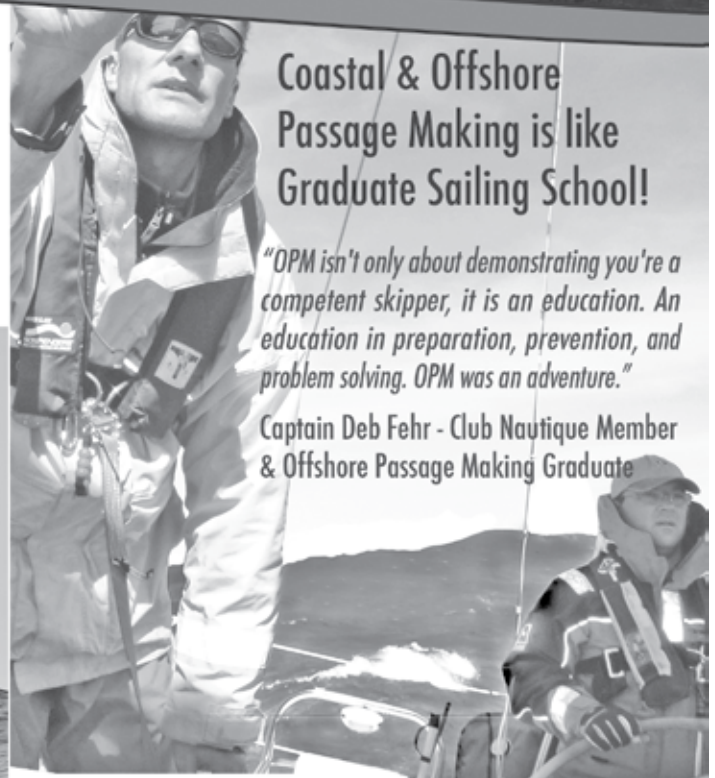
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LETTERS

the side of caution, became thinner.

↑↓ DENIAL IN THE BAY AREA RACING COMMUNITY

Now that US Sailing has done its investigation and made its recommendations relative to the *Low Speed Chase* tragedy in the Farallones Race, I'd like to make some observations about the published comments that were made immediately after the tragedy and attributed to the Bay Area racing community and yacht club officials.

By the way, I have followed the incident with more than casual interest, because much of that commentary is at odds with my experience and safety standards for offshore heavy weather and big wave racing. To me this suggests a significant attitude of denial and a huge lack of firsthand experience among yacht club leadership in what is required to mitigate, as much as possible, the risks of racing in big wave and big wind conditions. Bay Area yacht clubs are not alone in this regard, and in my opinion their experience applies to many yacht clubs. However, the San Francisco YC brought the spotlight upon itself by sponsoring and promoting an event wherein, given the prevailing attitude regarding safety issues and the inherent danger of the course, an "accident waiting to happen" was created.

More than 50 years of offshore racing experience and the accumulation of several thousand miles of gale-force racing — most of it between San Francisco and Cabo San Lucas — are my credentials. In some of those races, the course was notorious, and one expected hazardous conditions. In most of the other heavy weather/big seas incidents, while gale conditions were forecast, the races actually were sailed in light air. However, in some of those races the bad weather had already arrived, but we were sent out anyway. Some of those races should have been cancelled. For example, on the same weekend as the Full Crew Farallones Race, the Los Angeles YC sent us off around Santa Barbara Island in 22 knots of true wind, with a forecast for 35 to 40 knots — which hit well before the island was reached.

While the ultimate responsibility for the decision to go out and land in bad weather or to take on an acknowledged dangerous course belongs to the skipper, yacht club race officials need to rethink their level of responsibility relative to safety. There is no question that on some occasions races should be cancelled. Skipper's meetings should be mandatory so that critical details about the course, weather conditions, safety requirements and potential cancellation can be discussed with all participants. With race management now done almost exclusively online, these meetings have all but disappeared.

For offshore events such as the Farallones Race, boats should be inspected for PFDs, harnesses and tethers, jacklines, and fixed anchor points on cabin exits, mast and foredeck. These requirements are all in the ISAF Offshore Regulations (as well as US Sailing's), yet I didn't notice any reference to them by the yacht club officials and competitors who were quoted. The Sailing Instructions should not merely require their availability. Their use should be mandatory on courses such as the Farallones Race.

Several comments attributed to yacht club officials noted that while PFDs were mandatory, harnesses and tethers were considered optional because they are used only when conditions are exceptionally bad, and their use is further limited because they don't allow the crew the freedom of movement necessary to perform some of the sail management maneuvers. These statements can only be attributed to a serious lack of experience, and when coming from yacht club officials and so-called experienced racers, they identify a significant



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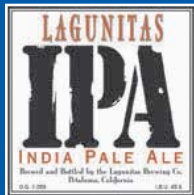
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LETTERS

part of the problem.

Conditions for this Farallones Race were characterized as "ordinary for this annual test of Bay Area sailors' mettle," and it was a "typically windy, bumpy day at the Farallones with 10-ft seas and wind 23 knots gusting to 30," according to another quote from an experienced racer. In those ordinary conditions, 42 boats started the event, but almost 50% of them didn't finish, and five sailors lost their lives.

By any realistic assessment, the Farallones Race is always a dangerous event! Under "typical" Farallones conditions, crewmembers should be anchored by a one-meter tether when sitting on the rail in the cockpit. They can use a 3-meter tether clipped to a fixed anchor at the mast or foredeck, which affords them all the freedom of movement needed for tacking, jibing, sail changes and spinnaker sets and jibes. Clipped into the jackline, they can move safely anywhere topside.

It is my perception that over the last 20 to 30 years, there has been a steady decline in the number of offshore races that have the ingredients necessary to produce and reinforce the awe, fear and respect for sailing in big wind and big seas that is required to foster the seamanship and mindset needed to make offshore racing safer. As a result, race officials have become more complacent about heavy weather safety issues, and we have a lot more "experienced racers" who have no business taking on a race like the Full Crew Farallones. Hopefully, US Sailing recommendations will be implemented and have a positive impact on improving safety.

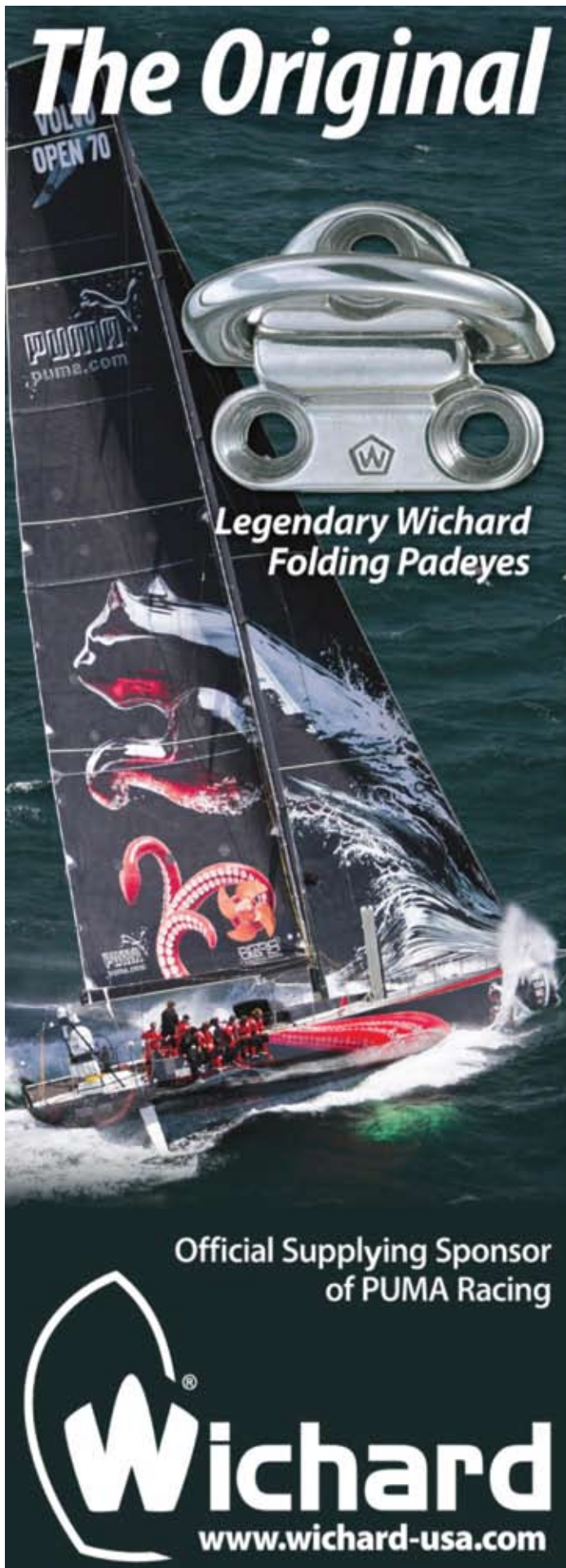
PK Edwards, M.D.
Wind Dancer, Catalina 42
Ventura YC

PK — With all due respect, what we've seen the biggest decline in during the last 20 to 30 years is people willing to take responsibility for their decisions. No matter how poor a decision someone makes in this society, they — or more likely their lawyer — are quick to try to pin the responsibility on someone or something else. It's always someone else's fault, isn't it? Personally, we're sick of everybody mouthing Bart Simpson's favorite line, and are somewhat heartened by the fact that, to our knowledge, none of the survivors of Low Speed Chase has directed blame at the yacht club or anyone else for what happened.

The fact of the matter is that all of US Sailing's recommendations — see the list below — could have been in place for this year's Full Crew Farallones Race, and they still wouldn't have prevented the Low Speed Chase crew from surfing backward down a wave and being knocked over, and most of the crew being thrown into the icy water. To our mind it's ridiculous to suggest that something like not having a mandatory in-person skippers' meeting had anything to do with the tragedy. Most of the Low Speed Chase crew knew the course well, and it seems clear that the cause of the incident was the incorrect judgment of how far they could venture into water that was too shallow for the conditions that day.

If the race management of the Full Crew Farallones has been so inadequate for all this time, perhaps you can explain how the race has been held — and sometimes in much worse weather than this year's event — without a single fatality for 100 years.

You claim that it's the skipper's "ultimate responsibility" to start or continue a race, but then you seem to contradict yourself by backpedaling as quickly as you can, bemoaning the fact that the Los Angeles YC "sent you out" in a race in 22 knots of true wind. Come on, you weren't outnumbered members of the British Cavalry being sent to death in the Charge of the Light



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LETTERS

Brigade, you were recreational sailors who had complete freedom to either accept the risks of the day or stay at the dock. Indeed, given your vast experience, you probably knew the course and what the weather conditions would be like better than the race committee did. And you certainly knew your boat and your crew better. But based on your comments, it sounds as if you would have been quick to blame the race committee if anything had gone wrong on your boat.

You noted that nearly half of the Full Crew Farallones fleet didn't finish the race, making it sound as if that was a bad thing. As far as we're concerned, the fact that nearly half the fleet decided they didn't want to take the risk of finishing the race is an example of widespread good judgment on the part of skippers who 'manned up' and took personal responsibility for their actions and decisions. We salute them for having the good sense not to have to wait for a race committee to make the evaluation for them.

Prior to the start of the second race of the '95 Heineken Regatta in St. Martin, we'd been hitting 16 knots on Profligate under main alone. Hearing that the wind in the Anguilla Channel was gusting to the low 40s, and knowing how short and steep the seas can be in the channel, we declined to start, thank you very much. A competitive Doña de Mallorca wasn't very happy about it, but as we were responsible for the lives of the people on Profligate, and felt the conditions were too risky, it was a no-brainer to us that we not start the race. Nobody was hurt during the race, although several boats lost their masts, but we still don't regret our decision not to start.

The truth of the matter is that racing in the ocean — particularly in the Gulf of the Farallones and in the Caribbean during "typical" conditions — is always going to be "an accident waiting to happen." This is true even with the very best sailors and boats in the world. For example, there was a mishap during a jibe on one of the J Class yachts in this year's St. Barth Bucket, and as a result the San Diego-based bowman was hit in the face by the end of the enormous spinnaker pole and suffered serious injuries. When we later talked to the longtime bowman on a competing J Class yacht, he was philosophical about it, saying the risk of getting hurt comes with being a bowman in the ocean. People have gotten hurt when racing in rough conditions in the past, and they are going to get hurt when racing in rough conditions in the future. That is the nature of offshore sailing.

If you want risk-free sailing, we can come up with a lot better recommendations than US Sailing: 1) No sailing in more than 12 knots of wind; 2) No boat speed in excess of five knots; 3) No racing after sunset; 4) No spinnakers or gennakers; 5) No sailing without a mothership; 6) No boats with bulwarks less than six feet high; 7) No sailing in water less than 80 degrees; 8) No sailing more than 100 yards from shore.

For the record, US Sailing's preliminary recommendations include: enhanced sailor training, including understanding of wave development in shoaling waters; once-a-season safety seminars; compliance with existing Minimum Equipment Requirements, including post-race inspections; improved race management, including better communication with sailors and Coast Guard; and consistency of protocol and requirements for all Bay Area offshore races.

We think attempts to relieve sailors of personal responsibility is perhaps the most irresponsible thing that could be done. Participants in offshore racing events need to be reminded that it's not a Disneyland-like controlled environment when racing in the ocean, and that neither the race committee nor the Coast Guard can get them out of any and all situations they put themselves into. If anything, we think two things need to be emphasized.



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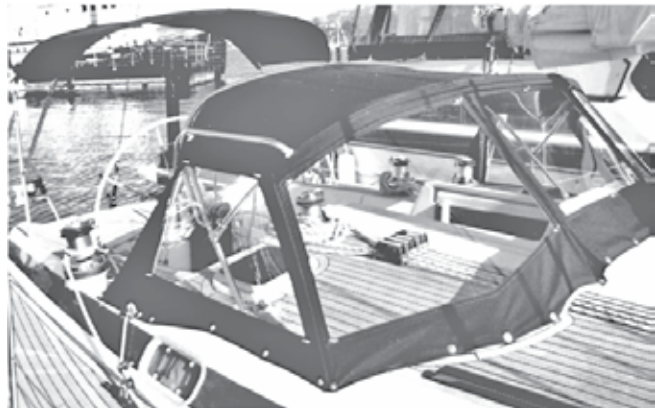
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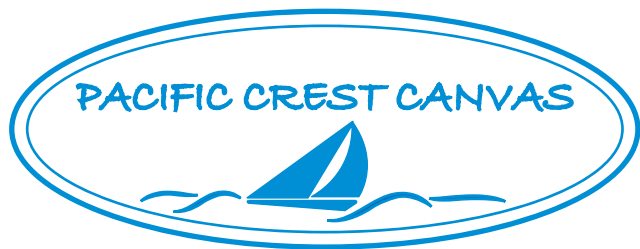
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LETTERS

First, that some offshore race courses are usually more difficult than others. So maybe it would be helpful if they were rated on a scale of 1 to 5, somewhat similar to ski runs — while noting that history is not a guarantee of future conditions. And second, that participants in offshore ocean races be reminded of the potential dangers, and the fact that they, not anybody else, are responsible for their safety and welfare.

While sailing organizations can do a few things to foster safety, PK, take it from Warwick 'Commodore' Tompkins, who has raced and sailed a lot more of the world's ocean for a lot longer than you, that there is no way anyone can outlaw bad judgment, poor decision-making, and bad luck, which are the overwhelming causes of most sailing accidents.

↑↓ RISK VS. REWARD

It all boils down to the risk versus the reward.

I'm a trader by profession, so every day I look at my charts and use my knowledge and experience to decide whether to take a position. My first concern is the risk. What could my loss be? If the risk were so huge that it could wipe me out, there is no possible reward that would be worth it.

In 30 years of racing my various boats on the Bay, I've faced this same kind of risk/reward analysis many times. For example, what is the risk of rounding Harding Rock very close when flying downwind with spinnaker on a strong ebb if it will leave you on the east side of the buoy after taking it to starboard? One time, while on the jibe from port to starboard, my running back guy screwed up, and we caught the boom. As a result, we collided with Harding and holed my boat. In retrospect, the risk of the crew error was too large compared to what might have been the possible gain.

The terrible *Low Speed Chase* tragedy at the Farallones was the result of a risk/reward analysis. The crew mistakenly evaluated the risk to be too low and the reward too high. In his June issue letter, Warwick 'Commodore' Tompkins was correct in his assessment of the tragedy. The problem was a result of a poor judgment of the risk and reward.

Rose Pearl
Formerly of a 44-ft racing yacht
Formerly San Francisco

Rose — Our lives are a never-ending series of risk/reward evaluations. Fortunately, when we screw up by making bad decisions — such as playing the lottery as opposed to other kinds of gambling where the odds are more in our favor — the downsides usually aren't fatal. But lord knows that such decisions — "Shall I drive home completely smashed?" — can be.

When sailing, and especially racing offshore, competitive sailors usually are willing to assume higher risks than normal. If people don't want to play that game, they should choose to engage in sailing activities that aren't as risky as ocean racing.

The odd thing about the Low Speed Chase tragedy is — at least as we understand it — that the crew wasn't taking an excessive risk in order to win a race. After all, they'd gotten a terrible start and knew they were far out of contention for any pickle dishes. It seems to us they got into too shallow water because they either didn't realize how shallow it was or didn't realize how dangerous the depth was for the size of the waves that day. The lesson would seem to be that inadvertent risk-taking can be every bit as dangerous as intentional risk-taking.

↑↓ LOVIN' LATITUDE IN TAJIKISTAN

I feel as if I should send *Latitude* money for keeping me out of therapy! For the last few years I've been working in Iraq, Afghanistan, South Sudan and Pakistan, and am now



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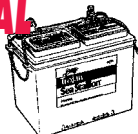
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LETTERS

in Tajikistan. I read *every* word of everything *Latitude* sends out via email — no snail mail in these places — and it keeps me sane. So thank you.

I will be home in September — to buy a boat. My first shopping stop will, of course, be the *Classy Classifieds*. Cheers, and keep up the terrific service!

Herschel Weeks
Dushanbe, Tajikistan

Herschel — We don't know what you're doing in those parts of the world, but keep your butt safe. And if you decide to do this year's Ha-Ha, we know a guy who will happily pick up the entry fee for you.

↑↓AIDING MARINERS IN DISTRESS

The publisher of *Latitude* may recall the discussion we had about a month ago in La Cruz about the responsibility captains have to respond to boats in distress. When I saw the July 13 report on the June loss of the Beneteau 42 *Rocinante* at Isla Margarita, it reminded me that she was the boat that put out the distress call that was the subject of our conversation.

We were in the Sea of Cortez when *Rocinante* went aground at Isla Margarita on the other side of the Baja peninsula, and we heard a boat anchored at Belcher's in Mag Bay, not far away from *Rocinante*, report on the SSB net that they'd heard a distress call from *Rocinante* the day before. They stated that pangas had headed out the entrance to Mag Bay and they thought they were going to provide assistance.

None of us in the Sea of Cortez knew what had happened, but it seems clear that the boats at anchor didn't provide the skipper of *Rocinante* with any assistance. Of course, I don't know the details of the situation, or if the boats in Mag Bay could have assisted even if they'd wanted. As I recall, there were pretty strong northwesterlies blowing on the outside of Baja at the time, which may or may not have been a factor.

Mike Stout
Mermaid, Aleutian 51
Redondo Beach

Mike — We do remember having that conversation with you. We don't know the circumstances surrounding the Rocinante situation either, such as if there were any boats in the vicinity that could have helped or if the weather was such that attempting to provide help might have endangered additional lives.

What we do know is that there are three international conventions — International Maritime Organizations (IMO), Safety of Life at Sea Convention (SOLAS), and the U.N. Convention of the Law of the Sea (UNCLOS), that require captains of vessels to proceed with all speed to persons in distress. Criminal penalties are possible for those who don't adhere to these conventions. For example, Indonesia is currently going after Australia for Oz's failure to come to the rescue of at least two heavily overloaded refugee boats, both of which capsized, resulting in the deaths of hundreds of people.

There is, however, no obligation for skippers to help boats in distress if attempting to render such help would endanger the safety of those on the potential rescue boats. When it comes to only moderately experienced sailors, helping other boats in even remotely bad weather is fraught with potential danger. Towing another boat, for example, can be much more dangerous than the average recreational mariner might appreciate. That said, we've rarely had more fun in our lives than when coming to the rescue of boats in distress.

Those who didn't read the 'Lectronic article about the loss of Rocinante can read about it in this month's Changes.



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↑↓ COULDN'T A SOLUTION HAVE BEEN FOUND?

I simply can't believe that some rational method couldn't have been devised to get *Rocinante* back into deeper water. Based on the difficulty of access, it might have cost several thousand dollars to execute a plan, but surely it wouldn't have been impossible to perform the task.

What is to become of the boat?

Christopher Jarrett
Berkeley

Christopher — Rocinante went up on the Pacific Coast of Isla Margarita, which is the remote barrier island on the west side of Mag Bay. It's our understanding that she needed to be dragged something like 600 feet in shallow water over sand to reach deep water. Bob Hoyt of Mag Bay Outfitters, the Mexican Navy, and Sheldon Caughey, all of whom have considerable experience rescuing boats, were on hand and eager to help, but the salvage proved to be impossible. No doubt the boat has been or will be stripped and the hulk will remain in place.

↑↓ "I'M FILLED WITH ANGER AND DISGUST"

Thank you for posting the story on the loss of the Beneteau 42 *Rocinante*. I fought off a tear upon seeing the photo of her in such a state, as I have many fond memories of sailing on her. My first coastal passage was aboard *Rocinante*, with the original — and as far as I'm concerned, only true — owner of the boat, Alex Malaccorto. I also sailed under the Gate for the first time on *Rocinante*, when we brought her home from Mexico.

It's my understanding that *Rocinante* has changed hands two or three times since Alex's passing, and it really crushes me to see what appears to have been the lack of respect for a vessel that means so much to me. I'm not one to cast stones, but how could a vessel that was so lovingly and meticulously maintained fall victim to such a sad fate? Really, I find myself choked up, not just for the vessel, but for the man to whom she meant so much. I pray that Alex, wherever he is, cannot see his boat today.

I could say so much more about my feelings toward *Rocinante* and Don Alex, as I called him, but I can't help feeling anger, sadness and some measure of disgust. For those who knew Alex, my feelings would make sense, as there were three things Alex Malaccorto lived for: his wife, his family, and *Rocinante*. Alex was a reserved man, quiet and stern. But if there was a smile on his face, chances are that he was aboard *Rocinante*. If there is a heaven for boats, I trust Alex is there now, sailing her into an eternal sunset.

Mauricio Astacio
Planet Earth

↑↓ LET'S TALK ABOUT FOOTWEAR!

A few months ago I invested in new shoes for sailing aboard our Hunter 41DS. But I've been frustrated by the grip — or lack of it — between the deck and the soles of my Harken and Sperry boat shoes. When I discussed this with the vendors at the Strictly Sail Boat Show in Oakland in April, the only suggestion they could give was to clean the soles with rubbing alcohol. I tried this, but found it didn't do anything to improve the grip.

These boots were made for ... sailing?

We are not racers, but if casual cruisers have an issue with slipping on deck, what do racers, who certainly put their shoes to greater demands, do?



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LETTERS

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Cathy Kirby
Manu Kai, Hunter 41DS
Kailua, HI

↑↓ HAVE WE TRADED SPORT FOR SPECTACLE?

For the one or two of you who have been wondering why I, a veteran of the '71 America's Cup campaign aboard *Constellation*, have not been writing about the events leading up to next year's America's Cup, the principal answer is that I haven't been at them to see what's been going on. I did spend a World Series day in San Diego last November, but I found it hard to get a sense of things. I've also watched the YouTube videos of the events in Venice and San Diego, but only with difficulty, as there were so many cuts and so little story that it reminded me of MTV.

But then I spent the first part of July in Newport, Rhode Island, partly for an America's Cup crewmate's funeral, partly because it's one of my favorite places on the planet, and partly because the America's Cup World Series was going on in the old hometown of the America's Cup.

I had a terrific time. The weather was great, I spent time with lots of old friends, I made some great new friends. And I got an up-close look and sense of what the America's Cup is becoming. In six words, my view of the America's Cup is 'That was then, this is now.'

'Then', for me, was match racing, three or more hours at a time, on big, heavy, beautiful boats with white sails and spotless hulls. It was swell parties in amazing mansions and dancing, often in black tie, with debutantes. It was getting up early the next morning to sand the bottom, stop the sails and grease the winches. It was not on television and we didn't get paid, yet it was the most fun I've ever had.

'Now' is what you see, and obviously, almost everything is different. Match racing is the biggest casualty, as the nature of the catamarans — which you may have noticed don't tack very well — has eliminated the complex tactical game. The fleet races are fun to watch, though, with lots of speed and color and potential for mishap. The crews' abilities to handle these massively overpowered boats is very impressive, and the technology being brought to the television coverage is flat out amazing.

But it seems as though we have traded sport for spectacle. Fort Adams, and most of Newport, were 'happening', and sailing made it to broadcast television in a big way. There were lots of people on and around the boats, and lots of them were being paid a lot of money. But I sensed a sort of grim sense that this new America's Cup experiment must succeed. That must have taken some fun out of it.

Lest there be any confusion, I'm very glad to have been part of 'then', but I'm also glad to be around for the 'now'. And I do hope the experiment succeeds.

Dick Enersen
Bay Area
Crew, 12 Meter *Constellation*, 1971

Dick — We think you're accurate when you describe the current America's Cup as an "experiment." As with all half-completed experiments, it's hard to predict what the final results are going to be. For example, we remember that one of the early complaints about multihulls was that there weren't going to be as many passing opportunities as with monohulls. As we've all seen, there's been more passing with the multihulls than there is at a pick-up football game. Who would have thunk?

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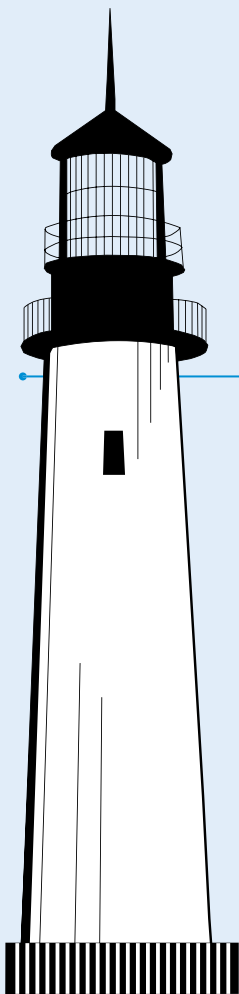
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LETTERS

Then, too, all we've seen so far are the 45-ft cats. We think it's fair to say that when the 72s make their debut next to the 45s, it's going to be like putting a monster motorcycle next to a bicycle. We don't think anybody has much of a handle on what racing the 72s will be like, so we don't think anybody has any idea how the America's Cup experiment is going to turn out. But it should be interesting.

Overlooked at Newport were the five new MOD 70 one-design trimarans from Europe, which were on hand to try to steal some of the America's Cup thunder. If readers aren't familiar with the MOD 70s, you're not alone, because they've gotten very little publicity in the United States. But they are a new one-design class by VPLP meant to replace the spectacularly fast, wild and fragile ORMA 60 trimarans. They are expected to be an improvement over the smaller tris in the following ways: 5% less sail area for greater safety in the ocean; 10-ft longer center hull to reduce the chance of pitchpoling; raised beam clearance to reduce wave impact; shorter mast; curved foils for performance and safety; low temp-cured carbon and foam construction for lower construction cost; and identical 3DL North sail wardrobes. The one-design business and just about everything else is meant to keep the costs down to increase the number of participants.

The one-design aspect of the MOD 70s is interesting, because just a short time ago the Volvo Ocean Race officials announced that the next around-the-world Volvo Race will be sailed not only in slightly smaller boats but, for the first time ever, in one-design boats, meaning Farr 65s. Officials project that campaigns will be 30% less expensive than before, and hope it will double the size of the next fleet.

As for the MOD 70 concept, it got off to a smashing start. For one thing, the French have had a long history with these kinds of multihulls and knew how to make them super sexy. And despite having soft sails instead of ridiculously more expensive AC Cup wing sails, they took off like bats out of hell. In the first day of their first official race — the 2,950-mile KRYS Ocean Race from New York to Brest, France — several of them covered more than 700 miles, which is more than any monohull has ever done. And after crossing the Atlantic, the top three boats finished within just a few hours of each other.

Like you, Dick, we at Latitude are excited about the upcoming America's Cup. On the other hand, we feel it will be simple to improve on the next edition. Specifically, by introducing much less expensive, but darn near just as fast, one-design multihulls. Why not something similar to the MOD 70s, which are capable of 40 knots and 800-mile days? To us it sounds like a recipe for an America's Cup with 15 entries instead of just three or four — which necessarily means a much more popular, exciting and competitive America's Cup.

↑↓ FRESH-TO-SALTWATER SOLUTIONS

What are the issues when transferring a freshwater fiberglass boat to saltwater, and what are the solutions?

Allen Sneidmiller
Chico / Penang, Malaysia

Allen — Fiberglass boats go between freshwater and saltwater all the time without any problem. For example, boats kept up in the Delta sail down to San Francisco Bay for a week or a couple of years. The saltwater environment is, of course, more corrosive, so boats in saltwater need to be washed off with fresh water more frequently, and all metal parts checked for corrosion.

↑↓ WELCOME TO THE 'OVER 30 CLUB'

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LETTERS

cutter, be inducted into the *Latitude* 'Over 30 Club'.

Scandia was built in Taiwan, self-imported, and then launched in January of '82. Fewer than a dozen of this design were built. She's a member of the post-WestSail 32 class of cruising boats that came out in the late '70s and early '80s. She has a semi-infinite displacement-to-length ratio, a nearly full keel, a canoe stern and lots of teak, and is nearly indestructible. She is at her best when the lighter boats start heading for harbor.



BILL WILLCOX

'Faith' and the Willcoxes are now in 'Latitude's Over 30 Club.'

We're the original owners, and have never found another boat we like better. She's dry and sea-kindly, takes more than we can, and is amazingly fast, for her displacement.

And *Faith* has held up over the last 30 years. She still has her original diesel, which runs great. She has her original fuel and water tanks, and they don't leak. Her teak decks don't leak either. She also has her original ground tackle, mast and boom.

What's the secret to the longevity of her systems? In the case of her engine, it requires keeping the fuel and oil scrupulously clean and the tanks full. Similarly, the fresh water tanks need to be kept full and clean. Our other tip is to clean the teak sparingly. Having her laid up while I worked abroad for a total of seven years didn't hurt either.

We don't mean to imply that *Faith* has been trouble-free. We've had to do two blister jobs, re-wire and upgrade the electrical system — for more power, of course — and do an extensive refit 10 years ago when she turned 20.

Faith has taken us as far north as Pt. Conception and on innumerable trips to Southern California's Channel Islands, as well as on the '03 Ha-Ha and up into the Sea of Cortez. She is likely to outlive us both.

Bill & Lynne Willcox
Faith, *Scandia* 34
Ventura

DOUBLE DIPPING ON SAN FRANCISCO BERTHS

The City and County of San Francisco are misleading potential slipholders when they quote their slip rates. Months after tenants have agreed to the rate and signed the lease, they receive another bill from the City and County of San Francisco for property tax on the slip being rented.

When you share your thoughts about their backhanded deception, you get all kinds of ridiculous explanations depending on whom you talk to. They even like to point out that the City of San Francisco and the County of San Francisco are separate entities — as if that matters.

Basically they are telling slipholders that they are government agencies and they can do whatever they want — so shut up and pay up. If a non-municipal marina rented you a slip at \$10 a foot, and then at the end of the year levied an additional fee without previously telling you about it, you would likely be upset. In fact, I have rented a slip in another municipal marina in the past, and was *not* levied a property tax on top of my rent.

Bryan C.
San Francisco

Bryan — It is true that berthholders in San Francisco have



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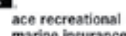
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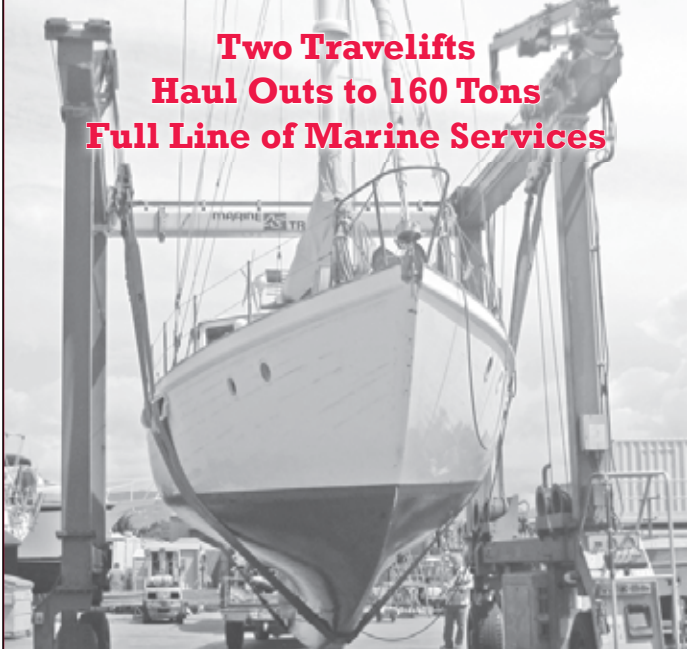
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LETTERS

to pay property tax not only on their boats, but on the berths they occupy. We're not sure how prevalent this tax on berths is, but we know that San Francisco is not alone in assessing it.

↑↓ A CLEARER LOOK AT THE 4TH OF JULY TRAGEDY

Latitude appears to have the wrong length of the Silverton powerboat that capsized and sank on Long Island Sound after the Fourth of July fireworks show, with the loss of three young lives. According to all reports here on Long Island, she was 34 feet, not 37 feet, in length.

The fireworks show is put on each year by the James Dolan family in front of their waterfront house, and is bigger than the fireworks shows at most towns on Long Island. The Dolans can afford it, because they are the ones who own Cablevision, Madison Square Garden, the New York Knicks, Beacon Theatre, and so forth.

During the day, boats from all over the area — including some very large ones — come into Cold Spring Harbor and anchor, raft up, and so forth, and the party begins. The fireworks show starts just after dark, and upon its conclusion, there is complete mayhem on the water.

Why everybody thinks they all have to leave at the same time is beyond me. The local launch service is bombarded with calls from people to be picked up by moored boats, and there are boats headed off to Oyster Bay, Cold Spring Harbor, and out into Long Island Sound. I own a Catalina 30, and we just sit safely on the mooring and wait for it to clear out.

With everyone leaving at the same time, and depending on the tide, wind, and water depth, there can be some very nasty wakes and waves coming from all directions. I've experienced it more than once on just a normal busy Sunday afternoon.

The operator of the Silverton claims that the boat was hit broadside by a large wake that he didn't see in the dark. It knocked the boat over on her side, at which time she started to sink. There was rain and lightning at the same time, adding to the chaos.

A lot of people in town and at the docks have speculated about the cause of the tragedy, and most agree that it was probably foolish to have 27 people aboard. But one theory I heard from a person whose nautical experience I respect is that there may have been water in the bilge of the boat that the operator wasn't aware of, so when the boat was knocked to the side, added ballast helped push her over.

The boat's owner had owned the boat for only one season. She was being operated by a friend who had at least 25 years' experience.

I enjoy reading *Latitude* here on the East Coast even though I haven't been in San Fran since '78. My friend who lives in Rohnert Park keeps trying to get me out there to visit with the promise of plenty of wine. Maybe soon.

J.S.

Oyster Bay, New York

J.S. — It doesn't take an expert to know there are some obvious things that contribute to the instability of a motoryacht. Lots of free-moving water in the bilge, as your friend suggested, would certainly be one of them. But we suspect an even greater factor in the Long Island case was the amount and placement of human weight. If we assume that the 27 people on the boat, apparently 11 of them children, were to weigh an average of 150 lbs, that means there were over two tons of movable human weight on a 34-ft boat. If most of that weight was on a flybridge, which is well above the boat's normal center of gravity, and much of that weight happened to be on one side

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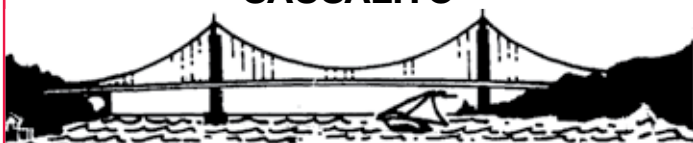
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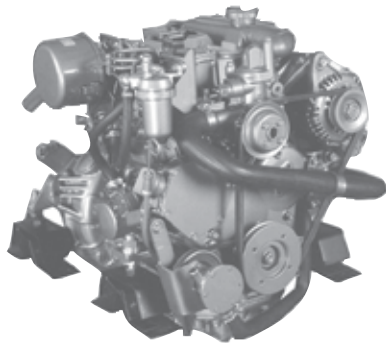
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rather than the other, one can imagine that the boat had much less stability than she was designed for.

Wakes and waves are additional variables. For the last 25 years, Latitude has owned either Bertram 25s or a Bertram 28 as our photoboat. The closest we ever came to being killed on any of these high-quality boats was on an otherwise relatively calm day inside the Bay about a quarter mile east of the South Tower of the Golden Gate Bridge. There was a relatively small area of tidal waves caused by the ebb. The waves weren't very big, but they created a rhythmic effect that tossed the Bertram from one beam end to the other with surprising speed and force. It was like a wild ride in an amusement park, and it took all the strength we had to keep from literally being pitched off the flybridge. Fifteen minutes later, with the ebb having moved on, the little patch of nasty water was as calm as a pond.

The lesson we took from that spooky incident is that a nearly empty powerboat in calm waters doesn't display any of the warning signs of the potential danger if the same boat is extremely top heavy in sloppy or rough conditions. In other words, static is nothing like dynamic.

Maybe it was a 'perfect storm' of factors that caused the Silverton to go over, but we suspect the number one contributor was having 27 people on a 34-ft boat. Even intuitively, didn't this seem wrong to the owner, who'd only owned the boat for a year, and the operator, who had decades of boating experience? Obviously not, as some of the children lost were immediate family or very close friends.

The tragedy raises a very curious question, which is why, in our otherwise overly nanny state, the Coast Guard doesn't list a maximum capacity for larger private boats, as is done for charter boats, boats less than 20 feet in length, fast food restaurants and what have you.

And yes, the Silverton was 34 feet, not 37 feet as we reported. The mistake was caused by an errant keystroke.

On a lighter subject, the Dolans are — or at least used to be — big time racers. When we did Antigua Sailing Weeks in the '90s, the Dolan clan used to charter the 110-ft trimaran Lammer Law as the base for the two and sometimes three boats they raced in those week-long events. One of the boats was the Class A maxi Sagamore, and the girls' entry was the dark blue S&S 73 Encore, which was described as a "Ferrari on deck and a Rolls-Royce down below." The latter has been completely restored and is looking good. If we're not mistaken, the Dolans also own Knickerbocker, a classic 118-ft Palmer Johnson motorsailer. Last winter we hung out a bit with the crews of these boats at — well, you know what island.

↑↓"AND NOW FOR THE GRAND FINALE . . . OOPS."

Talking about rarely used powerboats going out on the Fourth of July, I watched a powerboat — with guests, but not overloaded like the one in the tragic New York incident — leave her dock about seven slips down from mine. The skipper backed straight out of his slip to within about five feet of the slips behind him, and revved his one engine to stop himself, which created a big wave that washed over a small boat in one of the slips. He then went forward into his slip and backed up again, with the same results. He repeated this at least two more times before finally getting his boat turned enough to head down the fairway. When he got to the end and tried to turn, he couldn't make it. He ended up turning the wrong way, toward the boatyard. He finally backed into an empty slip and tied the boat off. He stomped down the dock leaving his guests behind.

As best I can figure, his boat had two engines, but only the port engine was working. Even though he had limited turning

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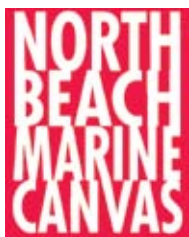
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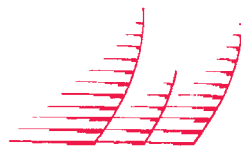
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ability, he didn't want to give up on a Fourth of July trip with friends to see the fireworks.

Don't these powerboats have wheels or something to help them turn?

By the way, I loved the San Diego Fourth of July Big Bang video on *Lectronic*. It was hilarious that all the fireworks were shot off in 15 seconds. I can almost hear people saying, "and....? and....?"

Ginger Clark
Corsair, Flicka 20
King Harbor, Redondo Beach

Ginger — Assuming twin engines are far enough apart, and both are working, they give an operator tremendous control in tight quarters. But if one engine is down, such boats can be very difficult if not impossible to control.

Take the case of Profligate. When her twin engines are working, she easily rotates on a dime and can nearly jump up and down. But when one engine is out, the working engine is close to 15 feet off centerline, which makes the boat impossible to control in tight spaces. Indeed, it takes about 100 yards of open water before the rudders are able to take over directional stability from the off-center engine thrust. Smaller twin engine powerboats may not be quite as hard to handle with one engine down, but for a skipper accustomed to two engines, just one off-center engine can be a nightmare.

When it comes to steering, you generally steer twin engine boats with the engines, not the wheel. Put one engine in forward, the other engine in reverse, leave the helm amidships, and the boat should rotate in place.

Other factors that greatly restrict the maneuverability of boats, be they power or sail, are dirty bottoms and dirty props.

We sympathize with the guy who couldn't take his friends out on the Fourth. It probably meant a lot to him, and maybe both the engines had been running fine the day before. We'd be frustrated, too. At least he didn't slam into any other boats.

Fun fact: Somebody in the powerboat industry did a study of what aspect of owning a powerboat powerboaters liked the most. We're not making this up, but what powerboaters say they like most is being seen getting off their boats at a waterfront restaurant. Must be a Florida vanity thing.

↑↓ WHAT'S THE STORY IN FRENCH POLYNESIA?

It's been a long time since my wife Liesbet and I have been in contact with *Latitude*. As you and your readers might remember, we are the couple who gave up cruising — one day out of San Francisco — after it was obvious that our two dogs were having a hard time. We gave up adventure by boat for a camper truck that we drove as far south as Panama, but then decided we'd try cruising with our dogs on a 35-ft Tobago catamaran. It worked out great, and we spent several years in the Caribbean.

Both of our dogs have passed on now — I'm sure there will be another in our future soon — and we're in Panama's San Blas Islands. We're going to continue on — maybe — to the Pacific next year, and have a number of friends who went this year.

Some of our friends who went this year sent us what seems to be some great news. We're wondering if *Latitude* can confirm it. To quote:

"It was very easy to ship in goods duty-free (yacht in transit) via DHL. As a result, I have a new camera, autopilot and sail. Yippee! I also heard there is a new minister and that she's changed the visa policy. There are no longer any 90-day visas or even long-term visas. Anybody can stay as long as they like. I guess they appreciate the money cruisers are bringing in."

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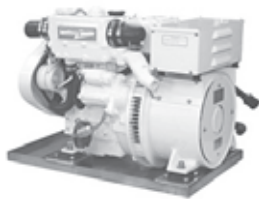


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LETTERS

So what does *Latitude* think — is it true?

Mark & Liesbet Kilty
Irie, Tobago 35 cat
San Blas Islands

Mark and Liesbet — *Of course we remember you. And we followed you a bit during the years you were in the Caribbean, specifically when you marketed your Wi-Fi signal amplifier and when Liesbet excoriated — and no doubt rightly so — the 'love to make life difficult' officials in Antigua.*

With regard to your questions on French Polynesia, we've got some good news and some bad news. First the good news: Yes, you can usually ship stuff to French Polynesia duty-free as long as it's clearly marked to be for a 'Yacht in Transit'. Mind you, the cost of shipping is very high.

Now for the bad news: In fact, it's something that Cindy Dittrich of the yacht agency CMA-CGM in Tahiti asked Latitude to help clear up. A few weeks ago there was a change in French Polynesian immigration law, which now allows citizens of Switzerland, Norway and Liechtenstein to stay in French Polynesia for more than 90 days at a time. Contrary to what cruisers may have heard via the coconut telegraph, this change does not apply to Americans or Canadians. We still get only 90 days within a six-month period, unless a Long-Term Stay Visa has been obtained in advance. You can't get such visas in French Polynesia.

⇕ **WHEN A CALIFORNIA BASH IS NOT A BASH**

People always refer to the Baja Bash, which is the 750-mile normally upwind and often rough slam from Cabo to San Diego. But for Northern California sailors, getting to San Diego isn't home yet. Not by a long shot. Sure, it may usually be easy to get from San Diego to Pt. Conception, but the 175 miles from Conception to the Golden Gate can be every bit as bad as — or worse than — the Cabo-to-San Diego Bash. Of course, if you're lucky, it won't be a Bash at all. As you'll read, we were lucky.

During my first trip along the California coast a few years ago, we didn't get very far. I was crewing on the Coastal Cup, and we lost our mast in the middle of the night 30 miles off Monterey. So when we bought our Catalina 470, *Agave Azul*, and decided to sail to Mexico, we did a lot of research to determine the best time to transit the coast.

After consulting with Commander's Weather, we left with a good weather window in September for a non-stop shakedown from San Francisco to Ensenada. We had 15- to 25-knot winds from the northwest most of the time, with a reasonable swell and seas. We made excellent time — at least until the Navy 'requested' that we take a detour away from San Clemente Island. We made the 475 miles to Ensenada in 75 hours, and averaged 6.3 knots, sailing most of the time.

Fast forward eight months, at which point it was time for us to return to San Francisco Bay. Our research told us that April wasn't the ideal time for a return trip north, but we had some retrofits to complete before we started serious cruising, and we hoped the weather wouldn't be too bad. Commander's weather preview said "it looks promising."

We and our crew left Ensenada at midnight on April 17 with clear skies, no wind, and calm seas. Within a few miles we were in thick, wet fog that stayed with us to San Diego. Thanks to AIS and radar, we were able to avoid other vessels. The sun later came out and we were able to sail into San Diego Bay.

Before departing San Diego on the 20th, we got the report from Commander's: "A high amplitude upper level trough on the East Coast leads to a steep upper level ridge on the



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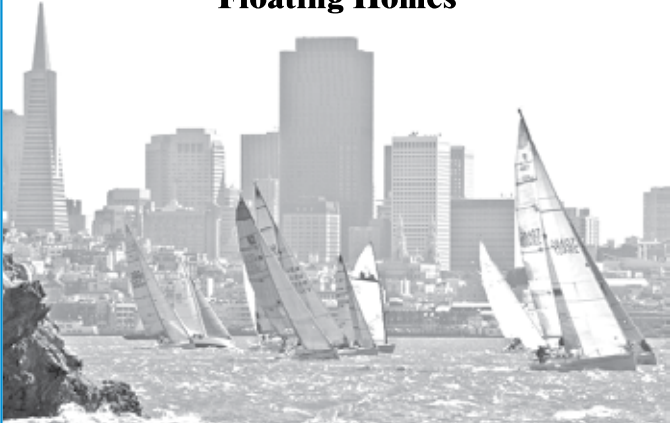
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LETTERS

West Coast . . . resulting in low clouds and light SE to SW winds." Having sailed outside the Channel Islands on the way down, we decided to sail inside them on the way north. We never saw wind over eight knots, so we motored in the same cloudy, foggy, wet conditions we'd experienced on the trip from Ensenada. We had lots of ship traffic, so the entire crew became experts at avoiding weather buoys, fishing boats, towed barges, freighters, cruise liners and mystery ships that turned their lights off as we sailed nearby. To augment our visual watch, AIS and radar were our good friends for the entire trip. The clouds lifted and the sun came out when we got close to Santa Barbara.

After 150 miles in 24 hours, we tied up at the Santa Barbara YC guest dock, got some lunch, topped off our fuel tanks, took a short walk on the beach, and were on our way again by 5 p.m.

One of the highlights of going both south and north was Pt. Conception. On our way down, we had 15 to 20 knots of wind from the NW, and carried the chute the entire time while passing well offshore of the point. It was an uneventful rounding. On the Bash north, we passed just four miles offshore at 11 p.m. in heavy fog, no wind, and a gentle swell with no waves. It was water-skiing conditions. This stretch of the coast was quiet all night, with no VHF communications.

The sun poked out when we were a couple of hours south of Monterey, and with wind out of the SE — what an unusual thing that was! — we set the chute in 15 knots. When the wind built to over 23 knots and we were exceeding hull speed, we decided to take the chute down. We had to keep reminding ourselves that we had a cruising boat! Dinner in the cockpit was easier without the chute up anyway. We motored into Monterey Harbor at 9 p.m., 28 hours and 210 miles out of Santa Barbara, and celebrated with margaritas and every snack in the galley.

It was odd trying to sleep without the boat moving, but we got in eight hours. After breakfast at LouLou's Griddle on the wharf to recover from the Agave Azul margaritas, we rented bikes and spent the day being tourists. We stayed in Monterey for 24 hours so we would enter the San Francisco Ship Channel at slack water.

We departed Monterey at 10:30 p.m. in calm weather, but our trip across Monterey Bay provided the most challenging conditions of our entire California Bash. The wind picked up to the teens after midnight, but we couldn't find a sail combination that would eliminate the side-to-side roll. It wasn't until we were north of Año Nuevo that the rolling finally stopped and we could get some sleep.

We had perfect conditions for our sail into the Golden Gate — bright sun and the chute up in light air. The wind picked up so we had a brisk and beautiful sail past the Cityfront, beneath the Bay Bridge, and all the way down to Westpoint Harbor, where friends from the Sequoia YC were on hand to greet us.

All in all, we had a great trip with a very unusual weather pattern. We know we'll experience a real Bash someday, but this was a nice surprise for our first pseudo-Bash up the coast. We had a great crew of Bay sailors — many thanks to Dan Lockwood, Linda Ryan, Byron Jacobs, William Levin and, on the Ensenada leg, Tom McCormick.

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LETTERS

We'll be sailing with *Latitude* on the 20th Ha-Ha in the fall of next year.

Robin & Kathryn Weber
Agave Azul, Catalina 470
Redwood City

Robin and Kathryn — Thanks for the report. Actually, we wouldn't say that your California Bash was that unusual. Ensenada to Pt. Conception is usually so mellow if you go inside the Channel Islands that you have to motor most of the time. The Bashing part is all from Conception to the Gate. While it's often rough — if not very — and sometimes for a week or more at a time, it's often mellow, too. For example, as we read your letter on July 17, there is almost no wind along the Central California coast, and the seas are flat.

No matter if you're Bashing up the coast of Baja or up the Central California coast, it's all about having time and being patient. If you have to go on a schedule, you and your boat can get creamed. If you have the luxury of time, you can usually make it north in reasonably mellow conditions. Of course, your chances of favorable weather are greater in some months than others. Except for the often bitter cold, there are usually no better months to come north along the Central California coast than November through February. Between storm fronts, of course.

↑↓ GAME, SET, MATCH — BUT NO DATE

I thought the July *Max Ebb* article gave a good introduction to various ways of setting up a watch bill, but was a little confused by the 'station bill' terminology that was seemingly used synonymously.

In my experience, a watch bill essentially lays out who will be on watch at what times, as well as what watch station they will man, which is probably the source of the confusion. A 'station bill' simply lays out who will man what station, typically without reference to time.

We all know what a watch bill is, but what would be a good example of a station bill? On a military vessel, stations are specified for various degrees of combat readiness, with General Quarters being the highest, where the stations being manned are Battle Stations. Thus the assignments for General Quarters are specified in a station bill, with no reference to time. The ship will be at General Quarters or Battle Stations whenever deemed necessary by the Commanding Officer.

A less military example of a station bill might be spelling out those assignments for entering and leaving port, often called Sea and Anchor Detail, where certain individuals are assigned to certain stations while the condition of entering or leaving port exists, once again as determined by the captain. Other examples of station bills include Fire, Man Overboard, Cleaning, and even Abandon Ship, where everyone onboard reports to a particular liferaft or lifeboat staging area.

Of course, these days when you have hundreds or thousands of men and women on a military vessel, it gets quite a bit more complicated. This is especially true when you consider that they are turning over constantly, and their individual level of training is presumably always improving, thereby enabling assignment to ever more advanced stations until their tour of duty onboard ends.

But on small sailboats, as you know, we don't really use the term station bill, although we often perform that way nonetheless. On a race boat, for example, stations for starting the race are often laid out — the owner on the helm, the best trimmers and grinders for the jib, someone to handle the mainsheet, etc, and then, at some point after the start, a watch bill might be put into effect. And on a cruising boat

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LETTERS

my wife always takes the helm while I go to my station on the foredeck to drop the anchor!

Regardless, *Max Ebb* wrote a great article, and I thank *Latitude* for such a great magazine for all these years.

Kevin Reilly
Skylark, Columbia 50
Coronado

Kevin — Thanks for the kind words. *Max* passed your letter on to *Lee Helm* and reports, "She hates to be caught in a technical error, however pedantic, so she just mumbled something about our 'pesky living language' and ran off to her next class.

"The confusion," *Max* explains, "might also arise from the practice of combining watch and station bills. A quick search shows the 'Watch, Quarter and Station Bill' or WQS to be a common form, and examples I've found combine both the watch schedule and the crew assignments. *Lee's* station bills do assign crew to 'on', 'standby', or 'off' status, but I have to side with you on this one: These are not really stations in the traditional sense of the word.

"Kevin wins the point, but it's not enough for a dream date with *Lee* . . ."

NAME THAT FUEL STOP

I saw the *Latitude* quiz in the July 18 *Lectronic*, asking readers to guess where the *Bagheera* gang managed to buy diesel for just 4 cents/gallon for their 72-ft steel schooner. My guess is Jedda, Saudia Arabia. I was there several years ago, and we purchased diesel for \$35/ton — which translates to about 10 cents a gallon.

Byron Jacobs
'Ale Kai, Beneteau 393
Sequoia YC

Readers — See the photo of the 'Bagheera gang' in this month's Sightings.

SOUTH, NOT EAST

If the schooner was 90 years old, the original captain may have paid about 4 cents/gallon for diesel. But today? You might be able to find those prices in Egypt or Saudi Arabia, but that would be a stretch for a Montreal-based schooner — especially one with a load of young kids. Venezuela might be a good guess, but I'm voting for Ecuador. As for where the plastic drums came from, they were probably lying around on a beach in South America.

LATITUDE / RICHARD



The 'Bagheera' crew's diapers cost more than their fuel.

Mark Wieber
Goliard, Slocum 43
Emeryville

Mark — We don't think there's enough Biobor in the world to keep 90-year old diesel from going bad. Big boats, even ones loaded with kids, get around, so being Montreal-based doesn't factor into where the fuel was purchased. Indeed, *Bagheera* was built in France, and the kids recently attended school in St. Martin in the Eastern Caribbean. In fact, the blue 55-gallon drums were going to be thrown away by the desalination plant in St. Martin, so the staff was happy when Ivan *Bagheera*, the schooner's owner, took the drums away for free. Ivan says after using them for fuel, he puts some soap and

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LETTERS

gravel in them, rolls them around, repeats the process several times, then uses them as water tanks.

↑↓ **UNCLE HUGO'S 'GENEROSITY'**

I'm guessing that the schooner didn't get the diesel from the Islamic Republic of Iran — which according to the World Bank had a pump price of 2 cents/gallon between '07 and '11 — and that they were cruising around the eastern part of the Americas. Therefore, *Bagheera* must have gotten the fuel while visiting dear old 'Uncle Hugo' who, in his never-ending quest to win friends and flummox enemies, has priced diesel sold in Venezuela at rock bottom prices. But the *Bagheera* folks should have gone last year because, according to the World Bank, diesel in Venezuela used to sell for 1 cent/gallon! So comparatively speaking, they were robbed!

Jack Alden
Cabrillo Beach

Jack — You, like the great majority of readers who responded, are correct in guessing Bagheera bought the fuel in Venezuela, where President Hugo Chavez indeed uses oil as a weapon and to buy influence. Ivan tells us that, while they paid 4 cents/gallon, Venezuelans were able to buy it for 1 cent/gallon.

↑↓ **THE INTERNATIONAL TIME TO CONSUME LATITUDE**

The June issue of *Latitude* was number 420. Celebrate!

David Demarest
Burbujas, Vanguard 15 #1004
San Anselmo

David — We celebrate surviving each and every issue. We're not sure what you think is so special about #420 — other than perhaps it's also name of a popular 4.2-meter one-design class.

Actually, it was the July issue, #421, that had special significance for us, because it was precisely 35 years before, at the end of a sailing trip back from the Delta aboard the Bounty II Flying Scud, that we decided to marshal the \$2,000 we had to our name and start Latitude 38. The first issue didn't come out until March of '77, but as of last month we've been working on the magazine for over 35 years. It's shocking how quickly time has passed. We wonder if it will seem the same with the next 35 years.

↑↓ **THOU SHALT FOLLOW ALL TEN COMMANDMENTS**

I've just returned to Southern California and sailing after a forced seven-year recess. I first learned about *Latitude 38* when I brought my J/105 to your wonderful San Francisco Bay for the North Americans, Big Boat Series, the NOOD, and the Masters a few years ago. I loved my boat and loved racing.

I just purchased a Cal 25 and sailed her last Wednesday at the Long Beach YC. What a blast!

I recently picked up a *Latitude* and read 'The Rules of Beer Can Racing'. I want more people to experience sailing, and found the 'Rules' to be helpful and right on the money. But I can't find issue in which they appeared. Can you help?

Art McMillan
Caliente, Cal 25
King Harbor

Art — The oft-imitated 'Beer Can Ten Commandments' were created by the late Rob Moore, the longtime Racing Editor at Latitude. An abbreviated version of the rules appears below but you can find the full version on our site under 'Wisdom'.

1) Thou shalt not take anything other than safety too seriously. 2) Thou shalt honor the racing rules if thou knowest

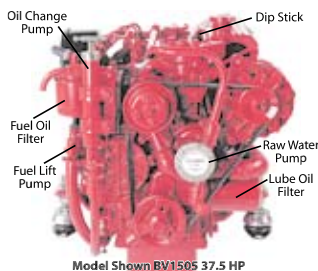
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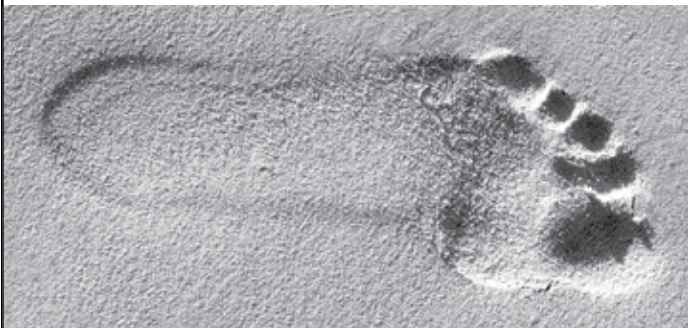
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LETTERS

them. 3) Thou shalt not run out of beer. 4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. 5) Thou shalt not amp out with screaming, swearing, or overly aggressive tactics. 6) Thou shalt not protest thy neighbor. 7) Thou shalt not mess up thy boat. 8) Thou shalt always go to the yacht club afterwards. 9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. And, 10) Thou shalt not worry; thou shalt be happy.

↑↓ MORE ON CLEARING OUT OF MEXICO

We cleared out of Huatulco, Mexico, for El Salvador in early April, and it was an easy and streamlined process. We had to go to a couple of offices, and after making an appointment a day in advance, had both *Aduana* and Immigration visit our boat. All they did was sit in the cockpit and stamp some papers I'd been given during the office visit.

The only snafu was our fault. We didn't have any paperwork proving that we paid for our original tourist card, so we had to go to a bank and pay about \$50 for the two of us.

I can't remember the fee for checking out of the country, but if it had been very much, I would have remembered.

Kate Bird
Magda Jean, Valiant 40
San Diego

↑↓ CLEARING IN AND OUT OF ENSENADA IS A HASSLE

Concordia, my Cape North 43, cleared out of Ensenada in November of '11, bringing to a close her year in Mexican waters that had started with the '10 Ha-Ha.

The clearing process, according to the great guys at Baja Naval, would take only about 20 minutes. To facilitate the process, a Baja Naval employee asked for and helped duplicate all the necessary papers as requested by *Aduana* (Customs). He even stacked the papers in the appropriate order, stapled the lot, and told me which window to see first.

We arrived at the Customs office, which is in the same small building as Immigration and the Port Captain, at 9 a.m., and shuffled through a great many lines until we learned — about two hours in — that we had to check into Ensenada before we could clear out of Ensenada. When I tried to use the entry papers from Cabo San Lucas, the official waved them off. To enter Ensenada, we were given another form to fill out and return with four duplicates. Fortunately, the copy lady was in a tiny one-room office outside.

After several more lines, our paperwork started going from one stamper to the next. They took my credit card and charged \$24. Then at 12:30 p.m., they said we needed to come back at 2:30 because the port captain was literally out to lunch.

After lunch aboard *Concordia*, I sent two crew to the port captain's office to collect our papers. When I paid the yard bill, the Baja Naval employee asked how it went. When I told him the sequence, he shook his head and stated: "I wish they would tell me when they change the process."

Clearing into the States at San Diego was just as joyous. We arrived at the Police Dock at midnight, and followed the instructions of calling Customs from the dock. The Customs officer took our boat information — number of crew, passport numbers, documentation number, etc. — over the phone, then said they would finish the clearing at our boat at 5 a.m. His parting words were that if the Port Police showed up and wondered why we were tied to the pumpout dock, to tell him that we were waiting for Customs.

At 4:30 a.m. the Port Police knocked on the hull and asked why we were blocking the pumpout dock. The fog was so thick that I couldn't see the far end of the dock, but I could see the

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LETTERS

charter fishing boat hovering off my stern.

Customs showed up about 20 minutes later. Standing on the dock, I reconfirmed the information provided over the phone and handed him our passports. He then asked me to roust the crew and have them assemble on deck. He checked each against their passports and informed us we were free to go after paying the fee. No below-deck inspection and no questions about fruits, vegetables, raw meat or stowaways. He needed to clear the pumpout dock.

Speaking of the \$27.50 Customs fee, either I didn't know or had forgotten that you must have a check or exact change. They don't make change, so the U.S. twenties we had were worthless. I ended up having to complete clearing in at the port captain's office — in a high rise in downtown San Diego!

I'm still rather ticked at Customs. Not for making us wait 5+ hours to clear — nearly as long as Ensenada — but for forcing us to push away from a dock in fog so thick we couldn't see two channel buoys at the same time. We ended up hailing a guy in a powerboat to ask if we could follow him to the nearest mooring field.

Craig Moyle
Concordia, Cape North 43
Carmichael

Craig — To be honest, it seems to us that your clearing in and checking out processes at Ensenada, and your clearing back into the States at San Diego were pretty normal. After all, you're dealing with government officials, not using the drive-through at a fast-food place.

As you no doubt know from a year of cruising in Mexico, some port captains are pretty formal about the clearing in processes. In the case of the port captain in Ensenada, he wants boats to check into Ensenada before they clear out for the United States. It doesn't seem unreasonable to us, but they should let you know before you stand in line for a couple of hours.

For the record, these days the Ensenada port captain's office is only open from 9 a.m. until 2 p.m., Monday through Friday. It is closed on Saturday and Sunday. That's the way it is at all the other port captain's offices we've been to in Mexico.

By the way, there used to be an old Immigration guy in that building in Ensenada who pissed off a lot of American mariners by demanding bribes. We're told that other officials and marine businesses wanted him out because he was driving mariners away, but they couldn't get rid of him because he was a federal official. The good news is that he's been gone for awhile now, the victim of a fatal heart attack while having lunch in a Chinese restaurant. In any event, we've recently heard nothing but positive things about the clearing situation in Ensenada.

As for U.S. officials not doing a search of your boat or asking about fruits and vegetables in San Diego, that's normal, too. Sometimes they check your boat, sometimes they don't. As for what food products are allowed, no two officers seem to be able to agree with each other or the written regulations with regard to what's prohibited. It's not something that inspires confidence in government.

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

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

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

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SIGHTINGS

l'hydroptere sets sights on new transpac record

The French hydrofoiling trimaran that broke the 50-knot speed sailing record in 2009, becoming the fastest sailboat in the world, is poised to break another record: the TransPac route. *l'Hydroptere* DCNS has been turning heads in Long Beach since July 18 when she began final preparations at a mooring in front of Gladstone's Restau-

rant across from the *Queen Mary*. Her topsides are embellished with a black fish-scale graphic, and when she takes to the air on her foils in winds over 12 knots, she does look rather like a flying fish.

When we went to press, the team was hoping to launch the record attempt during a revised weather window after August 1. The "TransPac" record is based on the traditional course of the biennial Los Angeles-to-Honolulu TransPac race. Start within one mile of LA's Pt. Fermin buoy on a line with Pt. Fermin lighthouse, and

then finish between Honolulu's Diamond Head lighthouse and the Diamond Head R2 buoy 2,215 miles later.

The current TransPac record is 4d, 19h, 31m and 37s, set in November '05 by Olivier de Kersauson aboard the 90-ft tri *Geronimo*, which averaged 19.17 knots for the trip. The *l'Hydroptere* team will try to do it in four days.

Or less.

The key will be the right combination of strength, stability and power in conjunction with the lifting action of the foils. Nerves of steel and a light touch on the helm are pretty important, too. You see, the boat regularly flies at over 30 knots in ocean conditions with 15-20 knots of wind. And that's why the team likes the TransPac as its first ocean record attempt. Founder and skipper Alain Thébault says, "We believe it is in our reach."

l'Hydroptere set the current world speed record for one nautical mile in November '09 when she held a sustained 50.17 knots off Hyeres, France. That speed broke the three previous records, which were all set by the same boat. It also set the 500-meter speed record of 51.36 knots, which has been surpassed only by kiteboarders on the special speed trench built in Luderitz, Namibia.

The boat's first Pacific sea trials went well on July 22 in 15-20 knots of breeze. With co-skipper Jacques Vincent at the helm and five crew and technicians aboard, they tested a powerful new sail plan, lighter carbon-fiber skeg and control system of the rear stabilizer. The stabilizer is critical. Designed and developed by engineers at the large French naval contractor DCNS, the stabilization system improves control of the attitude of the tri while it's flying, especially when the sea is rough.

Before departure, Thébault ticked off three major challenges: keep the rudder blade in the water, stay focused, avoid collisions. "When travelling at top speed on the crest of a wave," he said, "only a small part of the blade is in the water." That bit must be controlled very carefully. Then he describes how the tight space, intense speed, and inherent uncertainty require complete cool and focus. Of course, a collision at speed in the Pacific's unmarked minefield of flotsam and large aquatic life would cripple the boat instantly. "I'm relatively confident of success," Thébault concludes. "If I weren't we wouldn't be making the attempt."

l'Hydroptere was Thébault's brainchild way back in '83, when he was 21. With the involvement of French offshore sailor Eric Tabarly and designer Alain de Berghe, Thébault followed his dream from sketches to model to multiple improvements. The dream really took off in '92 when DCNS got involved with heavy-duty naval engineering

continued on outside column of next sightings page

triple stars

Last November, the formerly Sausalito-based Island Packet 380 *Triple Stars* was abandoned by Rob Anderson during the North American Rally to the Caribbean (NARC) after his wife Jan, 59, was swept overboard when a massive wave broke on the boat.

Left adrift, *Triple Stars* was spotted by a cruise ship in March 230 miles off Bermuda, but she wasn't recovered until

COURTESY L'HYDROPTERE



The '*l'Hydroptere*' team (l to r): Jacques Vincent, Jean Le Cam, Alan Thébault, Luc Alphan and Yves Parlier.



recovered

July 11 when some fishermen towed her into Ely's Harbor on Bermuda. Found 26 miles southwest of the island, *Triple Stars* didn't appear too worse for wear, considering she'd spent the previous eight months adrift.

Though Rob Anderson has been notified of the recovery, there's no word on if he'll claim her.

— ladonna

l'hydroptere — cont'd

and resources. The team hopes the TransPac will be the first of several ocean records they will smash. Joining Thébault and Vincent for the TransPac record attempt will be champion skier and motorcar racer Luc Alphand, and ocean racing champions Jean Le Cam and Yves Parlier.

Not sure if we're up to sailing at freeway speeds at night on the Pacific, but we wish success and safe passage to the *l'Hydroptere* DCNS team. We'll follow their attempt in *Lectronic*, but you can also stay up-to-date at www.hydroptere.com/en/home.

— paul oliva

With her piscine paint job, 'l'Hydroptere' resembles a flying fish when she's screaming along at top speed.



FRANCOIS DEMANGE / L'HYDROPTERE

SIGHTINGS

stronger and stronger

If you have any doubt about the veracity of the saying "What doesn't kill you makes you stronger," just talk to Kristy Lugert. Two years ago, Kristy clung to the bottom of her capsized catamaran thinking the next wave could very well launch her into the stormy seas that wreaked havoc on her boat. For those who don't recall, in July, 2010, Kristy, Steve McCarthy and Greg McCuen were delivering Kristy's new-to-her PDQ 32 catamaran *Catalyst* from Crescent City to Alameda when, about 20 miles west of Fort Bragg, a particularly large cross wave smashed into the port hull and threw all three crewmembers into a heap on the starboard side of the cockpit. They waited an agonizingly long moment as the cat perched on edge before flipping all the way

continued on outside column of next sightings page

school buses off

School buses? That's right. While waiting for a friend pick up some shaft bearings at an industrial supply house in San Diego last week, we struck up a conversation with a guy who was getting parts to try to get his refrigeration system going again on his 70-ft commercial fishing boat so he could head up to Oregon and Washington. He said that friends told him he wasn't missing much up there because the fishing was slow, but that there was a lot of debris in the water.



JIM ZORN

the west coast

Debris from the Japanese tsunami that included some large items — including at least one school bus. His fishermen friends told him that there was so much debris that they were limiting their fishing and movements at night. But fishing boats aren't the only commercial vessels out on the water. There are U.S. salvage boats scouring the North Pacific for stuff they hope to be more valuable than fish.

So be careful out there.

— richard

Sailors pull out the bins when they round the T-mark in BVBC's Plastic Classic Regatta. Find out how it all started in 'The Racing Sheet'.



stronger — cont'd

over. They found themselves standing on the ceiling of the hard-topped bimini while the water rose in the cockpit, which was enclosed with vinyl window panels.

One by one, they were able to swim out from under the boat and ride on the overturned hulls while their GPIRB — Kristy's father had insisted on renting the unit for her — was activated. The three struggled to hold on for nearly three hours as the frigid waves tried to wash them off. The last of their strength was ebbing away when a USCG helo rescued the severely hypothermic sailors.

Less than two weeks after her ordeal, Kristy, who's been sailing for the last 20 years, boarded Michael Reppy's 43-ft Dolphin Spirit for a sail on San Francisco Bay. "I was happy to be back on the water and didn't freak out at all — in fact, I'm more terrified of driving on the 880 freeway than sailing," she laughs.

After her near-death experience, Kristy vowed to make a change in her life. She quit her corporate career, got her US Sailing Instructor and ISAF Offshore Safety certifications — she's currently working on her Six Pack license — and started her own sail-training endeavor, Evie Too Sailing. "Sharing the art of sailing has been very rewarding," she says. "Being a sailing instructor is about learning, not teaching. I spend a lot of time educating myself and others on man-overboard drills, planning and preparation, as well as PFD use. You just can't beat those smiles when someone is learning to sail!"

Based out of Alameda, Kristy — who also helped run IYC's recent Blind Sailors Regatta — specializes in women's sailing classes, taking one or two students at a time on her Santana 22 *Kitten*, or larger groups on her Pearson 26 *Ulmer Spatz*. Her enthusiasm is contagious when she talks about her upcoming schedule, such as a women's beginning sailing clinic at the Encinal YC on October 6.

Kristy's traumatic capsizing is well behind her, but she continues to use the experience to help others. The Coast Guard has asked her to speak to SAR training groups about her basket ride, give them her perspective on the events, and relate what hypothermia really feels like. And though she no longer has nightmares about the ordeal, the one thing she can't forget is the devastating loss of her dog, Jakey. In his honor, she has built a new canine family of one papillon and three chihuahuas, all of which were adopted from shelters.

Sailing nearly took Kristy's life, but she didn't let the experience take her spirit. To catch some of Kristy's enthusiasm for sailing contact her at (510) 517-8600. klugert@mac.com or www.evietoo.com.

— lynn ringseis



LYNN RINGSEIS

Kristy Lugert.

the saga of bela bartok

Within just a few days of the June 30 start of the Singlehanded TransPac, Victoria, BC-based racer Derk Wolmuth was dealing with a real pain in the ass . . . literally. But this was no ordinary 'boat butt', an extreme version of diaper rash that offshore sailors often develop after sitting in damp, salty gear for too long. No, the lump on Derk's buttock was much bigger, deeper and more painful than your everyday rash. A medical guide he had aboard convinced him he had a carbuncle, a skin infection that's typically caused by staph. At the time, he had no idea that the boil-like mass would force the abandonment of his beloved 31-ft Vindo 40 *Bela Bartok*, and almost cost him his life.

"I fought the infection for 10 days," Derk reported later. "When I realized what was going on, I stopped racing and just tried to keep my immune system in good shape. I ate well, rested a lot, stayed hydrated. I even visualized my white blood cells attacking the bacteria." But the one thing that would have cured Derk's infection was the one thing he didn't have: antibiotics. "That was my biggest mistake."

continued on outside column of next sightings page

SIGHTINGS

bela — cont'd

Regardless, he knew that carbuncles often heal without antibiotics, so he just kept doing his best to take care of himself. It wasn't until the halfway point of his crossing — a.k.a. the point of no return — that he realized he probably needed something stronger than a good night's sleep. "Randy Leasure's *Tortuga* was pretty close at that point, so I decided to see if he had any antibiotics aboard," Derk recalled. Unfortunately, he missed the SSB check-in time, and with it his chance to connect with Randy before he was too far ahead to turn around.

Derk was on his own.

July 14 was the day Derk came to understand that he was dying. "I had no idea it would reach the severity it did," he said. "It happened very quickly and very dramatically. One minute I was okay, the next I felt a black line of ants crawling up a vein in my abdomen. I don't know how else to describe it, but that's what it felt like." He went on to draw a disturbing picture of the "black line" pulsating its way up his abdomen before "spraying" into his chest cavity. "Within 10 minutes,

my breathing was affected and my heart was beating erratically."

Knowing that, from that moment on, every second counted toward his survival, Derk immediately started broadcasting on SSB channel 2182 for an emergency medical evacuation. After 10 minutes without response, he activated his EPIRB. The nearby 'ro-ro' cargo ship *Mokihana* eventually was able to relay Derk's messages to the Coasties, who then asked *Mokihana's* captain to go to the stricken sailor's aid. Just as dawn was lighting up the skies on July 15, Derk clambered from *Bela's* deck into the bowels of the 860-ft container ship and was hustled up to the infirmary.

As the ship's crew conferred with the Coast Guard flight surgeon on how to treat Derk's infection, *Bela* continued to make way toward Hawaii under a scrap of jib, steered by her Monitor windvane. Just under 450 miles offshore, she had a few more days of beautiful tradewind sailing before she would undoubtedly crash ashore and be lost forever.

A couple of months before the start of the Solo TransPac, Race Chair Rob Tryon made the controversial decision to require Yellowbrick trackers for each boat. The decision was in part influenced by the repercussions from the *Low Speed Chase* tragedy and also because several racers had requested it. Unfortunately, not all were thrilled with having to pony up an extra \$300 to pay for their tracker, and Derk was one of them. But after transferring to *Mokihana*, that tracker was his only hope of ever setting foot aboard *Bela* again.

As the race tracker page showed *Bela's* solitary progress toward the Islands, the racers — most of whom had arrived in Hanalei Bay by then — rallied together to hammer out a plan to recover Derk's home. The ringleader, John Lubimir of *Flight Risk*, offered to foot the bill to charter a powerboat, while several others volunteered to perform the actual recovery. In the end, Moore 24 sailors Ruben Gabriel (*RushMoore*) and Ronnie Simpson (*Hope for the Warriors*) were flown to Maui — tickets paid for by race vet Jeff Lebesch and Kauai residents Jane and Glenn Goldsmith — where a friend of a friend of racer Dave Morris (*Moonshadow*), offered the use of his sportfisher.

Using the twice-hourly pings from *Bela's* tracker — by then she had her own private tracking page to prevent 'salvors' from finding her — Ruben and Ronnie intercepted her 12 miles off the north shore of Maui. The 110-ft USCG patrol boat *Galveston Island*, which had been in the area, was standing by in case they were needed, but by 7 a.m. on July 19, the pair had "positive control" over *Bela* and were making way toward Honolulu, where Waikiki YC members were waiting to greet them with mai tais and poke.

"To help someone save their boat — their home — is just the most amazing feeling," said Gabriel after the mission was completed. "I'm

continued on outside column of next sightings page

COURTESY BELA BARTOK



Derk Wolmuth.

rocinante

There was sad news out of the Mag Bay area of Baja in June, as 81-year-old Bill Fox of San Francisco lost his Beneteau 42 *Rocinante* on the beach about halfway down the Pacific side of Isla Margarita at Punta Redonda. According to former Bay Area sailor Sheldon Caughey, who is now based out of Cabo, Fox had purchased the boat in Puerto Vallarta about six months ago, and was attempting to singlehand her back up to San Diego. Alas, a line got caught in the prop. Caughey tells us that



'Bela Bartok' sailed 400 miles on her own before being recovered just 12 miles off Maui — a few short hours before she would have gone ashore.



lost on baja

Fox was blown 15 miles backward and onto the beach. The uninsured boat was pushed over a long sandspit, but the boat wasn't badly damaged and her new Volvo diesel and rig survived in fine condition. Caughey and the folks at Mag Bay Outfitters were hopeful that they could dig a trench and use bags to pull *Rocinante* off, but the hundreds of feet of shallow water between the sloop and deep water proved to be too much.

continued in middle column of next sightings page

bela — cont'd

so grateful to have been part of it all."

Derk arrived in Oakland on July 18, after having undergone seven injections of Cipro — the antibiotic used to treat anthrax — aboard *Mokihana*, and was greeted by family members. A visit to the hospital the next day confirmed he had suffered a case of septic shock caused by staph, but he was recovering nicely. His plans are to fly to Honolulu to reunite with *Bela* as soon as he's physically able, but he'll never forget the generosity shown to him by his fellow racers, as well as complete strangers. "I've received the most precious gifts — the return of my health and my sailboat," he said. "It's an embarrassment of riches and I'm eternally grateful."

— *ladonna*



The 'Bela' Recovery Unit, Ronnie Simpson and Ruben Gabriel. Each had just finished equally excruciating rides across the Pacific when they volunteered to wrangle the wayward boat.

SPREAD: RONNIE SIMPSON; UPPER RIGHT: LADONNA; UPPER LEFT: YELLOWBRICK

SIGHTINGS

doing the club crawl

Anyone of legal drinking age has probably enjoyed a pub crawl or two in their time. Friends hanging out together, exploring different drinking establishments, and perhaps raising just a little bit of hell — who could improve on that formula? Manny and Liz Lorenzana, that's who. Instead of booking a Carnival cruise or hopping a flight to Vegas for their summer vacation, Manny and Liz decided to do a "club crawl" — a week-long tour of the Bay Area's yacht clubs.

"We wanted to explore our sister clubs as well as get our club's name out there," says Liz, whose family has been involved with Vallejo YC for five generations. In fact, both are very active at YVC, and will become even more so when Manny takes on his new duties as commodore this October.

continued on outside column of next sightings page

rocinante



SPREAD: LATITUDE / LADONNA; ALL OTHERS COURTESY PLEASES ME

— cont'd

Getting a line caught in the prop is one of the most common rookie sailing blunders, but it sometimes happens to even very experienced sailors, too. A couple of issues ago, *Yachting World* columnist Elaine Bunting wrote about watching it happen to a very experienced couple as they came into a port in the Azores. Alas, they had just dropped their sails and were entering the harbor on the heels of a very strong breeze. Their boat was beaten to pieces before help could arrive.

— richard



club crawl — cont'd

The couple spent the first week of July bopping around to a grand total of 14 PICYA clubs in their 28-ft Rinker *Pleases Me*. They tripped the Bay Fantastic by dropping in at various clubs during the day, while pre-arranging their overnight moorage. They also report pre-arranging short visits at Corinthian and St. Francis YCs, knowing that the clubs prefer that. "To be an actual 'guest' of St. Francis, you have to apply for guest privileges, which we did and were granted," noted Liz.

Most clubs in the Bay are eager to host other clubs' members, and the Lorenzanas found they were greeted warmly everywhere they went. Here are the clubs they 'crawled' to, with Liz's notes:

- Loch Lomond YC — "Very friendly with a nice guest dock but the water was shallow, so it's best to enter at high tide."

- Marin YC — "No guest dock but impressive location."

- San Rafael YC — "Shallow at low tide."

- Tiburon YC — "No guest dock but guest slips available at the marina. The club was built by its members and is not only very beautiful, but also has a 180° view of the Bay."

- Corinthian YC — "Small guest dock and mooring balls outside the harbor. A great destination for cruise-ins."

- San Francisco YC — "It's a jewel!"

- Sausalito YC — "We spent the night with a spectacular view of the San Francisco skyline and Golden Gate Bridge, but the water can be a little rough during the night."

- St. Francis YC — "Enjoy one of bartender Jessie's fantastic Bloody Marys while you enjoy the view."

- Golden Gate YC — "The home of the America's Cup!"

- Oakland YC — "No wonder they're known as the 'Friendliest Yacht Club on the Bay'."

- Encinal YC — "We enjoyed the best mojitos there as we watched the junior sailing team practice."

- Treasure Island YC — "Cruise-ins must raft up."

- Richmond YC — "One of our favorite clubs."

- Pittsburg YC — "We met VYC members for our own cruise-in."

When asked which club was her favorite, Liz has trouble answering, "Each has its own personality, and we have so many treasures in our own backyard, but I have to say that when we got back to Vallejo YC, I saw an amazing club with a rich history and wonderful members. It doesn't get much better than that!"

— ladonna



Liz and Manny Lorenzana visited 14 yacht clubs on their 'club crawl'.

COURTESY PLEASERS ME

kiwis launch first ac72

There's big. There's big and fast. And then there's big, fast, first and gunning for your trophy.

On the evening of July 21, Emirates Team New Zealand took the prize for being the first team in America's Cup history to launch a full-sized 72-ft long, 13-story tall AC72 wingsail catamaran. (July 1 was the earliest date teams were permitted to launch an AC72.) With New Zealand Prime Minister John Key and team director Grant Dalton standing alongside the brilliantly lit vessel at nightfall in Viaduct Harbor, a Maori group performed a traditional welcome. The Prime Minister recalled how the harbor and country erupted in joy when Sir Peter Blake won the Cup in '95 and brought it home to New Zealand. "We're gonna do it again!" he proclaimed.

The AC72's LOA is 85 feet, nearly twice as long as the AC45 catamarans that will race on the Bay in August (see our special guide to viewing starting on page 82). In fact, with a beam of 46 feet, they are wider than the AC45 cats are long. The site www.cupinfo.com esti-

continued on outside column of next sightings page

ac72 — cont'd

mates a combined wingsail and gennaker area of 580 square meters (more than 6,200 square feet). Together with a board-down draft of 14 feet, the AC72 will be more than twice as powerful as the AC45. Imagine that in The Slot with the wind nuking up above 25 knots and an ebb starting to rip. For all that size, they displace only 13,000 lbs. Designers are estimating top speeds of 20 knots upwind and 40 knots downwind. They'll have a crew of 11 sailors.

All the teams competing in the America's Cup Finals or Louis Vuitton Cup must design and build their own AC72 catamaran for racing in '13, and the hulls must be built in the team's home country. Oracle Team USA is the next expected launch. Our sources indicate the target is sometime this month, but the team may wait until after the America's Cup World Series wraps up August 26.

Meanwhile, Sweden's Artemis Racing is packing up in Valencia and moving to its new base in a former Navy hangar at Alameda Point. Due to a loophole that CEO Paul Cayard and General Counsel Melinda Erkelens will gleefully share, they have already tested their wingsail on an ORMA 60 trimaran. Tested to the breaking point. We won't be surprised if they manage to launch their AC72 by October. Perhaps, just perhaps, in time for a Fleet Week rumble against Oracle's cat. We can hope, can't we?

— paul oliva

9,000 miles with no foul weather gear

Journalists love facts. So when we ask someone how their multi-thousand-mile cruise was and they respond "nice," it's not exactly what we're hoping for. So we were delighted when David Kory of Pt. Richmond described his recent singlehanded passage from Buenos Aires, Argentina, to San Francisco Bay aboard his Beneteau 51.5 *Ambassador*, with 12 factual sentences:

- 1) I covered 8,820 nautical miles — or 10,150 'regular' miles.
- 2) I was underway for 54 days, 39 days of them in the tropics.
- 3) I had at least some sunshine every day.
- 4) I crossed 82 degrees of latitude, and 111 degrees of longitude.
- 5) I sailed in four oceans: South Atlantic, North Atlantic, North Pacific, plus the Caribbean Sea.

- 6) I sailed in the territorial waters of 21 countries.
- 7) My best 24-hour run was 232 miles; my worst was 94 miles.
- 8) Thirteen percent of my trip was upwind.
- 9) I averaged 6.8 knots for the entire voyage. [Ed. note: Incredible!]
- 10) My daily bottled water consumption, for drinking and cooking, was 71 ounces.
- 11) My total alcohol consumption was two ounces, when I shared a rum with Neptune at the equator.
- 12) Zero was the number of days I wore foulies.

Kory made it from Panama to Point Richmond in an incredible 21 days, coming through the Gate on June 11. "I'd originally planned to take the offshore route, and budgeted five weeks for it," says Kory, "but when the time came, the weather said 'no'. All was quiet down there to the west of Panama, and it made no sense to motor 500 miles offshore and still get no wind. So I headed up the coast, and it went surprisingly well.

"It was very quiet and easy getting away from Panama, with some usable offshore breeze along the coasts of Costa Rica and Nicaragua," Kory continues. "A Tehuantepecker was forecast to arrive a day after I had transited the gulf, so I had no worries there.

continued on outside column of next sightings page

pacific cup

As we were going to press on July 25, most of the 45 starters in the Pacific Cup race from San Francisco to Kaneohe Bay on the west shore of Oahu were enjoying strong, steady winds in the mid-teens. Their Great Circle Route is falling somewhat north of the rhumbline, as compared to the Singlehanded TransPac in early July, which tracked farther south.

Ian Sloan's Perry 66 *Icon*, from Anacortes, WA, was ahead of the pack, with 530.5 miles to go, while Andy Costello's J/125 *Double Trouble* of Pt. Richmond was just 40 miles back.

COURTESY AMBASSADOR



David Kory.



underway

Most of the boats had passed the half-way mark, but were still reporting dreary conditions. This would not be a good year for celestial navigation.

Espirtu Santu, a San Diego-based Ohlson 38 doublehanded by Jack and John Silverwood, lost all their electronics and turned back. As we wrote this report they were approaching the central coast of California. *Ciao Bella*, David Zarling's Tayana V460 from San Francisco, has dropped out of the race and is motorsailing to Oahu. Kit Wiegman's Islander 36

continued in middle column of next sightings page

9,000 miles — cont'd

"Acapulco to Cabo Corrientes was quiet, thankfully, as dodging the spiderwebs of fishing lines and buoys off Manzanillo was crazy. I did snag one that I couldn't shake, so I had to go swimming with a knife. The wind turned southwest at Corrientes, so I rhumbled to Cabo San Lucas. I had a gentle bash up to Turtle Bay, and the wind turned off when I got there, so I had an easy run the rest of the way to San Diego.

"Weak low pressure off Southern California gave me south and southwest winds to sail up to Conception, where a week of gales had just ended, and another week of gales was forecast to start a few days later. That was all the window I needed to make it the rest of the way. I arrived home with no damage, having had no troubles or exciting stories to tell. Perfect!"

— richard



If you thought ETNZ's AC45 (spread) was impressive, wait till you get a load of their newly launched AC72 (inset).

SPREAD: ELLEN HOKE; INSET: CHRIS CAMERON/ETNZ

SIGHTINGS

coincidental cruiser confab

Long-time cruisers know it's not unusual to meet up with old friends with whom you've shared anchorages every now and again, sometimes years apart. But you really don't expect to encounter a cruising friend — much less several of them — when you fly to a popular vacation destination. Of course, that's just what happened when this writer and her husband flew to Kauai last month as part of our duties as Race Committee for the Singlehanded TransPac.

Imagine our delight when we found Brickyard Cove-based Eric Willbur and Emmy Newbould anchored in Hanalei Bay aboard their Flying Dutchman 37 *Nataraja*. Eric and Emmy have been cruising *Nataraja* off and on — mostly on — since 2000. We don't have enough room here to detail all of their sailing accomplishments, but suffice it to say that this couple have literally sailed the bottom paint off their boat, from Alaska to New Zealand and just about everywhere in between. They spent the last few months in Honolulu, but were on their way back to the Bay when they got stuck in Hanalei waiting for an engine part.

We're not sure if it was mere coincidence or if word spread quickly,

continued on outside column of next sightings page

pac cup

Cassiopeia from Alameda is holding on to first place in Division A, despite a broken gooseneck and jury-rigged boom. They have 952 miles to go.

"Early this morning, we unreefed the main, furlled the jib and rehoisted 'Spirit of 83'," reports *Bequia*, Dennis Ronk's Vallejo-based Beneteau 411. "We are making 7+ down the Great Circle on port pole. So far, the angles look good, and should get better."

The Olson 911 *Plus Sixteen* from Richmond YC endured a windy, squally night on Tuesday. "We had a 169-mile run in the last 24 hours, which gives us two back-to-back record runs," wrote skipper Paul Disario. "I just do not know how to make the boat go any faster. We are frustrated with third place and the lack of



PHOTOS: LATITUDE / LADONNA

— cont'd

sunshine.” They must be doing something right, as they’re now occupying second place in their division, Double Handed 1, after Charles Devanneaux’s French-flagged, Marina del Rey-based Beneteau First 30 *Naos 30*.

By the time you actually read this report, the finishes will be stacking up, and sailors will be hitting the parties at Kaneohe YC; the awards gala is scheduled for August 3. If racers stick around, they can enter the Kauai Channel Race from Kaneohe YC to Nawiliwili YC on Kauai, advertised as, “101 stinkin’ hard wet fun miles to Paradise.”

We’ll have a complete report on the Pacific Cup in the September issue. In the meantime, see www.pacificcup.org.

— chris



Globe girdler *Jeanne Socrates* stopped by Hanalei Bay for the night on her way to Victoria, BC. She'll set off on her third (and final!) attempt at a nonstop circumnavigation this fall.

confab — cont'd

but as soon as we offered up the race condo's washer/dryer facilities to Eric and Emmy, several other boats sailed into the bay and found their way to our doorstep! Our friend Tim Sell, a diver and photographer from Sausalito, sailed his Brent Swain 36 *Lucky Star* in shortly after Rich Jensen's Nawiliwili-based Beneteau First 38s5 *Jazz*. Tim had sailed *Lucky Star* to Honolulu last summer, put her on the hard, and is taking this summer to explore the Islands. Rich set out from Bellingham, WA, in '07 for a year of cruising and has barely paused since. He's on his way to the Marshalls now.

When double solo circumnavigator *Jeanne Socrates* called to say that she'd be stopping by Hanalei on her way from Tasmania to Victoria, BC on her Najad 380 *Nereida*, we decided to make a party of it. We invited all our cruising friends, who invited their friends, and soon we had a condo full of cruisers swapping stories. Among them was Craig McPheeters from the Seattle-based Pacific Seacraft 37 *Luckness*, who was on his way home from a year-long cruise to Mexico; Susan Walker, who was waiting for her husband Mike Jefferson to finish the race on their Garcia Passoa 47 *Mouton Noir*, which they'll then sail together on an Alaska cruise; and Jane and Glenn Goldsmith, who cruised for many years aboard their Pacific Seacraft 37 *Tropic Bird* before moving to Kauai. If Jane's name sounds familiar, it's probably because she's a net controller for the Pacific Seafarers Net. The collective sailing knowledge of the group was impressive, to say the least, and to be a fly on the wall during that gathering was every sailor's dream.

So the next time you take a vacation anywhere near water, strike up a conversation with anyone wearing the cruiser's uniform: shorts and a *Latitude* T-shirt. You never know who they might be!

— ladonna

baja beckons

Are you ready to Ha-Ha? As this edition hits the streets, you've still got nearly six weeks to sign up for the 19th annual San Diego-to-Cabo rally (October 28-November 10) before the September 10 deadline. But it's definitely getting close to put-up-or-shut-up time.

If you're on the fence about joining the fun this year because you're not sure your boat will be completely ready in time, or your cruising kitty's not yet brimming over with cash, let us assure you — having reported on cruising sailors for the past 35 years — that no cruiser ever reaches the bottom of his or her 'to do' list, and there's never as much money in the kitty as they'd like. The more appropriate question to ask yourself is: How long will my personal 'cruising window' be open? After all, you don't want to find yourself looking back with regret someday as you realize you've missed the chance to follow your cruising dreams.

If finding appropriate crew is a problem — or if you're eager to head south but don't have your own boat — be sure to check out our online Crew List at www.latitude38.com and attend our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion September 5 at the Berkeley YC, 6-9 p.m. There, you'll meet all sorts of skippers-in-need, as well as able-bodied watch-standers. A good example is Laura Mills of Bellingham, WA, who approached us recently for a ride. “I'm 29 with 20 years sailing experience. I did the Ha-Ha in '09 on a 50-ft ketch, and this year I want to sail in Mexico and beyond!” A physical therapist by trade, she has a Cal 25-2 that she often sails through the San Juan Islands. Find her full bio on our Mexico-Only Crew List.



Laura Mills.

There's no doubt about it, the Ha-Ha is big fun. Just ask any of the thousands of alums who've done it in the past. So, don't miss the boat! We'll see you in San Diego.

continued on outside column of next sightings page

Members of the cruisers' confab (l to r) — Emmy Newbould, Eric Willbur, Tim Sell, Glenn and Jane Goldsmith, Craig McPheeters, *Jeanne Socrates*, Rich Jensen and Susan Walker.

ha-ha — cont'd

2012 BAJA HA-HA FLEET (as of 7/24)

1. *Exodus*, Lagoon 400, San Diego, John Lightfoot & Sherry Franklin
2. *Tamara Lee Ann*, Celestial 48, Emeryville, Doug & Tamara Thorne
3. *Elysium*, Catalina 42 Mk II, Anacortes, WA, Dan Ohlemacher
4. *Day Dream*, J/122, San Francisco, Robert Day
5. *Mandolina*, Oceanic 45, San Francisco, Rich Reiner
6. *Milagro*, Catalina 42, Alameda, Michael & Judy Stouffer
7. *Vakasa*, Lagoon TPI 42, Victoria, BC, Tony & Kathy Silver
8. *Dolfin*, Pacific Seacraft 37, San Diego, Bill & Patty Meanley
9. *Talos IV*, Pacific Seacraft 37, Seattle, WA, Paul & Janet Baker
10. *Heavy Metal*, Blue Water 60, San Francisco, Rigo & Deborah Fuzetto
11. *Elegant'sea*, Islander Freeport 36, San Diego, Chip & Debbie Willis
12. *Grey Goose*, Hunter 36, Marina Bay, Alan & Linda Brabon
13. *Ojo Rojo*, Columbia 36, Alamos Bay, Keith & Terry Albrecht
14. *Flibbertigibbet*, O'Day 34, Discovery Bay, Betty & Jim Adams
15. *Defiant*, C&C 115, Vancouver, BC, Mike Northup & Nancy Kettles
16. *Rubber Duckies*, Coronado 45, Alameda, Nicki & Darrell Powell-Ford
17. *Shindig*, Oyster 485, Sausalito, Robert & Nancy Novak
18. *Zoë*, Fantasi 44, Bainbridge Island, WA, David & Barbara Rogers
19. *HighRoad*, Hans Christian 38, Astoria, OR, Robert & Nancy Atwood
20. *Lanikai*, Hunter 38, Long Beach, Allan & Leanne Emas
21. *Serenity Now*, Catalina Mk II 36, Dana Point, Dennis & Sue Nespor
22. *Oogachaka*, Krogen Widebody 42, Coeur d'Alene, ID, Ken & Patty Sebby
23. *Scot Free IV*, Hylas 42, Vancouver, BC, John Harper & Deborah Martin del Campo
24. *Raireva*, Cape Vickers 34, Green Cove Springs, Marek Nowicki & Helen Chien
25. *Odyssey*, Islander Freeport 41, Rio Vista, Kenneth & Danita Nissen
26. *Gypsy Wind*, Hunter 40.5, Marina del Rey, James & Elizabeth Lee
27. *La Boheme*, Hylas 44, Alameda, Marian Croyle & Neil Calvert
28. *Wanuskewin*, Catalina 42 Mk II, San Diego, Michael & Holly Sanderson
29. *Krissy 2*, Passport 40, San Francisco, Allen Cooper
30. *Patanjali*, Catalina 42, Marina del Rey, Michael Bowe
31. *Taj*, Grainger 48 cat, Port Townsend, WA, Peter Brown
32. *Victoria*, Hudson Force 50, Catawba, WI, Alan Young
33. *A Viva*, Islander 36, San Diego, David Meyers
34. *Gitane*, Island Packet 38, Seattle, WA, Kenneth & Nancy Hunting
35. *Kindred Spirit*, Tayana V42, Emeryville, Jim & Michele Saake
36. *Haulback*, Spencer 35, Vancouver, BC, Jim & Janet Kellam
37. *Valhalla*, Ericson 34, San Francisco, Don & Kathie Wight
38. *Distraction*, Olson 911s, San Diego, Don Laverty
39. *Rancho Relaxo*, Islander 30, Chula Vista, Paul Ingram
40. *Aventura*, Morgan 382, Seattle, WA, Greg Smith
41. *Desert Vision*, Hunter 44 DS, Portland, OR, Michael & Iris Boone
42. *R & B III*, Catalina 36, Santa Cruz, Robert Older & Richard Weed
43. *Coyote*, Hylas 42, San Francisco, Jack Salyer
44. *Sea Gazer*, Islander 36, San Diego, Thomas Fernandez
45. *Valkyrie*, Morgan 28, San Francisco, Patric Walton
46. *Wizard*, Choate 40, San Francisco, John & Susan Campbell
47. *Fluenta*, Stevens 47, Halifax, NS, Max Shaw & Elizabeth Brown-Shaw
48. *Beleza*, Hylas 46, San Pedro, Michael & Qi Bruce
49. *Sea Note*, Endeavour 43, Fort Mohave, AZ, Thomas Wood
50. *Story Seeker*, Beneteau M445, Sausalito, Keith Patterson & Marianna deCroes
51. *Bangorang*, Fountaine-Pajot Venezia 42, Ventura, Colin & Wendy Gegg
52. *Gundamain*, Oyster 655, Larkspur, Paxy Ltd.
53. *Iataia*, Beneteau First 45, San Diego, Sara & Marcos Rodriguez
54. *Reflections*, Rafiki 37, Morro Bay, Jeff Wass
55. *Little Wing*, Islander 34, Point Richmond, Keith Somers & Mary Perkins
56. *Autumn Wind*, Catalina 34, Alameda, Brian Plautz & Elizabeth Kline
57. *Unwinder*, Catalina 36, San Diego, Robert Watson
58. *Compadre*, Columbia 45, Long Beach, Doug & Virginia Ward
59. *Rhapsody*, Herreshoff Nereia 36, Los Angeles, Alan & Laura Dwan
60. *Gabby Wray*, Catalina 470, San Diego, Darrell & Wendy Peck
61. *Granuaile*, Tayana 52, Marina del Rey, Gregory Richter & Janet Gaynor

continued on outside column of next sightings page

fill 'er up, please

Do you think that diesel fuel for cruising boats has to be expensive?

"Not so," says two-year-old Maya, the blue-shirted ringleader of the young 'Bagheera gang' aboard the Montreal-based 72-ft schooner *Bagheera*. "Not if you know where to buy it. We paid 4 cents a gallon for ours. And we bought thousands of gallons. In fact, it was a good thing we had all the blue plastic 55-gallon drums to augment our normal tankage. But we got those free, too."

Find out where *Bagheera* found the free drums and cheap fuel in *Letters*.

— richard



ha-ha — cont'd

- 62. *Pied-a-Mer III*, Seawind 1160, Clatskanie, OR, Eric & Pam Sellix
- 63. *Lion Heart*, Catalina 42, Redondo Beach, George & Veronica Lyons
- 64. *The Beguine*, Valiant 40, Marysville, KS, Paul & Celeste Carpenter
- 65. *Indiscretion*, Hunter 35.5, Victoria, BC, Albert Klettke
- 66. *Pacific Hwy*, Davidson 44, St. John, USVI, Bruce & Laura Masterson
- 67. *Jumble*, Mariner 31, San Diego, Andrew Martin & Anna Tang
- 68. *Tinuviel*, True North 34, Benicia, Barry Foster & Kathy Crabtree
- 69. *Eternal Bliss*, Vagabond 47, Channel Islands Harbor, Winthrop & Jennifer Artis
- 70. *Destiny*, 85-ft schooner, Friday Harbor, WA, Mike & Dawn Hillard
- 71. *Calypseaux VII*, Beneteau303, Lake Macquarie, AUS, Simon Macks & Brooke Jones
- 72. *Magic Carpet*, Catalina 36, San Diego, Dan & Linda O'Dell
- 73. *Alcyone*, Ericson 36.5, Ventura, John & Cynthia McDaniel
- 74. *Flying Carpet*, Polaris 43, Astoria, OR, Richard Pomeroy
- 75. *Oceania*, True North 34, Tofino, BC, Derek Shaw

— andy



LATITUDE / RICHARD

The 'Bagheera gang' made the fuel dock guy an offer he couldn't refuse.



There's plenty of room for everyone during the Baja Ha-Ha!

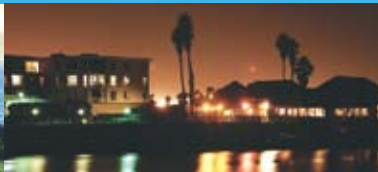
PHOTOS LATITUDE / ANDY

Emeryville Marina

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



2 Marinas

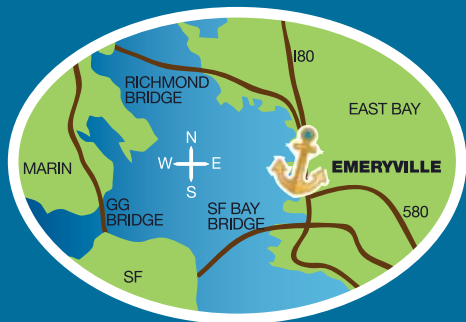


Transportation Hub

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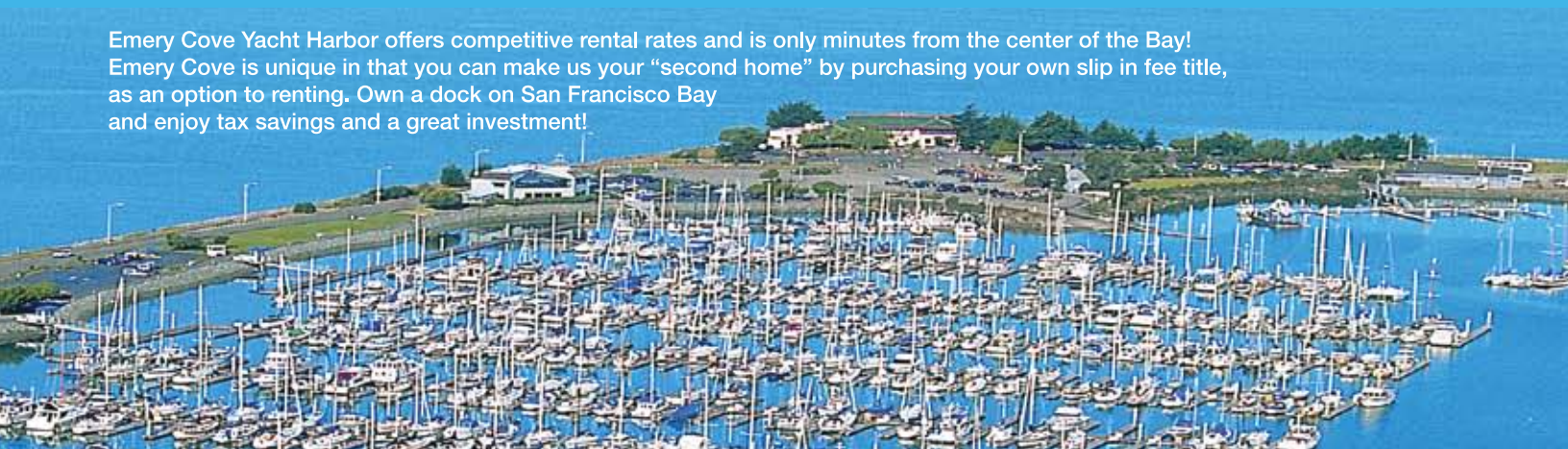


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AMERICA'S CUP WORLD SERIES —

At 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



ALL PHOTOS GILLES MARTIN-PAGET

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

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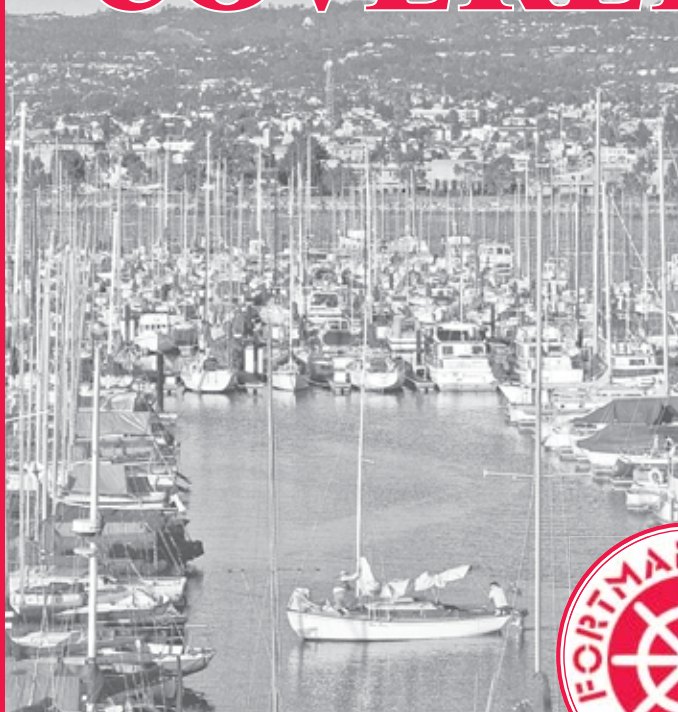
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CITYFRONT SENSATION

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 or directly from 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
 - If you see any porpoise, dolphin or whales while you are out, email Golden Gate Cetacean Research biologist Isidore Szczepaniak at 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.

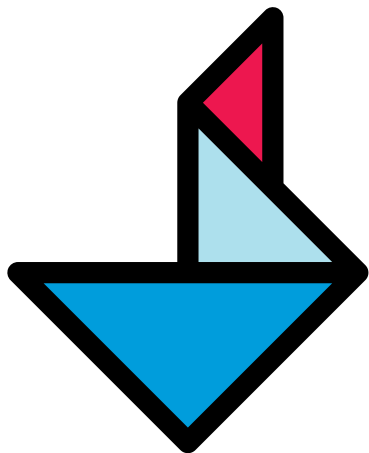
"We'll probably be setting the windward gate east of Anita Rock," said Craig, with the leeward mark and finish off the spit near Marina Green where Golden Gate Yacht Club stands. "We

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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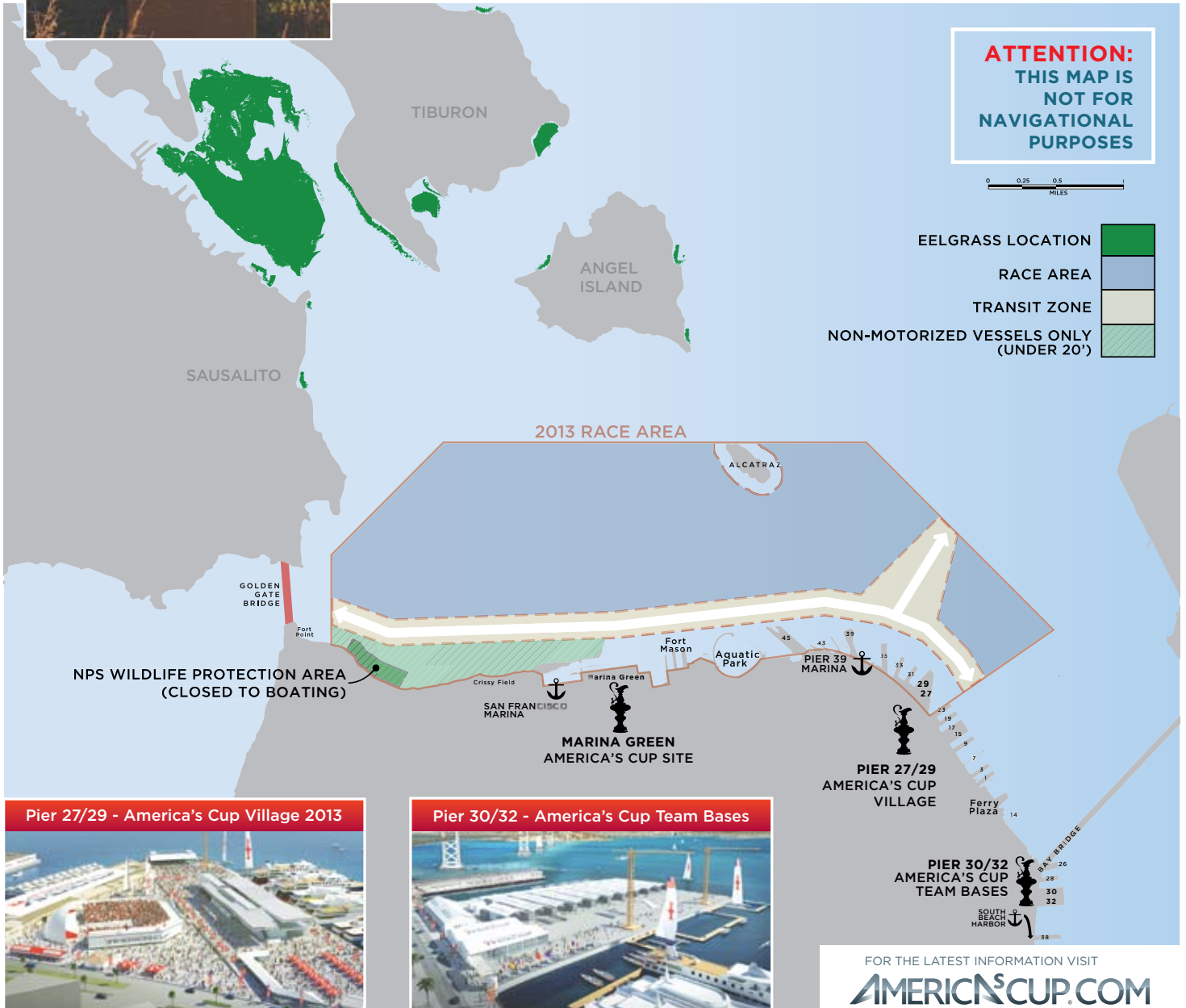
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BOATER GUIDE TO SAN FRANCISCO BAY

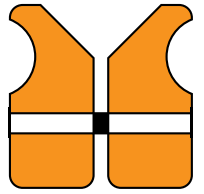
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SAFE BOATING INFORMATION

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; Race Course/Regulated Areas: www.americascup.com; Weather: <http://www.wrh.noaa.gov/mtr/marine.php>. Boaters are also encouraged to subscribe to the U.S. Coast Guard's Notice to Mariners at <http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm> and to listen via marine band radio (VHF-FM Channel 16) for other updates regarding the race.



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
- Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: <http://www.calrecycle.ca.gov>

Other helpful clean boating links include:

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

FOR MORE INFORMATION

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

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

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



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

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— **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 anchorage

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.

Sundays 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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ARE YOU READY TO HA-HA?

One look at the Ha-Ha XIX entry roster (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.

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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. 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.



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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. 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.

efficient objects ever created by the hand of man.

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'.

INSETS ROXANNE FAIRBAIRN / WWW.ROXSHOTS.SMUGMUG.COM EXCEPT AS NOTED

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) Farallones 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*



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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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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.

Much 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.

There 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. 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."

Just 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 advertisement features a scenic view of Emeryville Marina with many boats docked. A red starburst graphic in the top left corner says "HOME TO EMERYVILLE SPORTS FISHING". The main title "Emeryville Marina" is in a large, red, serif font. Below it, "ON THE BAY" is written in a smaller, red, sans-serif font. A yellow starburst graphic in the bottom right corner says "Free Wi-Fi and Video Surveillance". A map of the San Francisco Bay Area is in the bottom left corner, with Emeryville marked. The text "NEW SLIPS! Now taking reservations for 40' to 60'" is in red and yellow. The text "When you call Emeryville Marina Home... ...call this your backyard!" is in yellow. The text "Slips from 20-65 ft Full Amenities - including Fuel Dock & Pumpout Station" is in yellow. The phone number "(510) 654-3716" and website "www.emeryvillemarina.com" are in white. The logo "MARINAS International" is in white and red.

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. 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.

— 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.

— 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

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

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

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

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

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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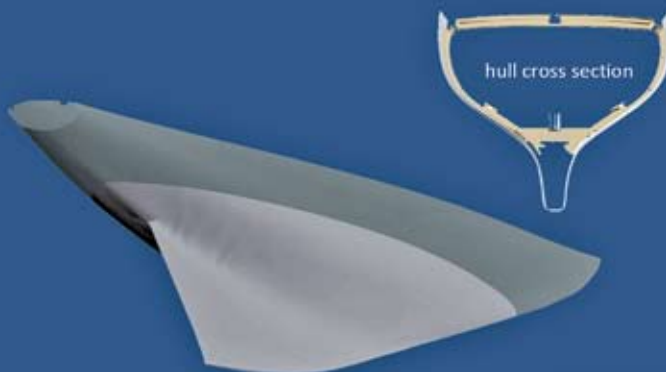
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12:15, the entire fleet was off and beating to round Alcatraz. Winds increased to 20 knots in the vicinity of The Rock and, as in previous years, choosing a successful strategy to round the island was key to success. Many boats tacked early only to 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

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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

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

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.

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.

— latitude / chris

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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.)

— *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, 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.)

— 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,

Are "Californians Dreaming?"

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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.

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



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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.*



HYPPO

COURTESY MIGRATION



Alene summits the nav aid that was destroyed.

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-



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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."

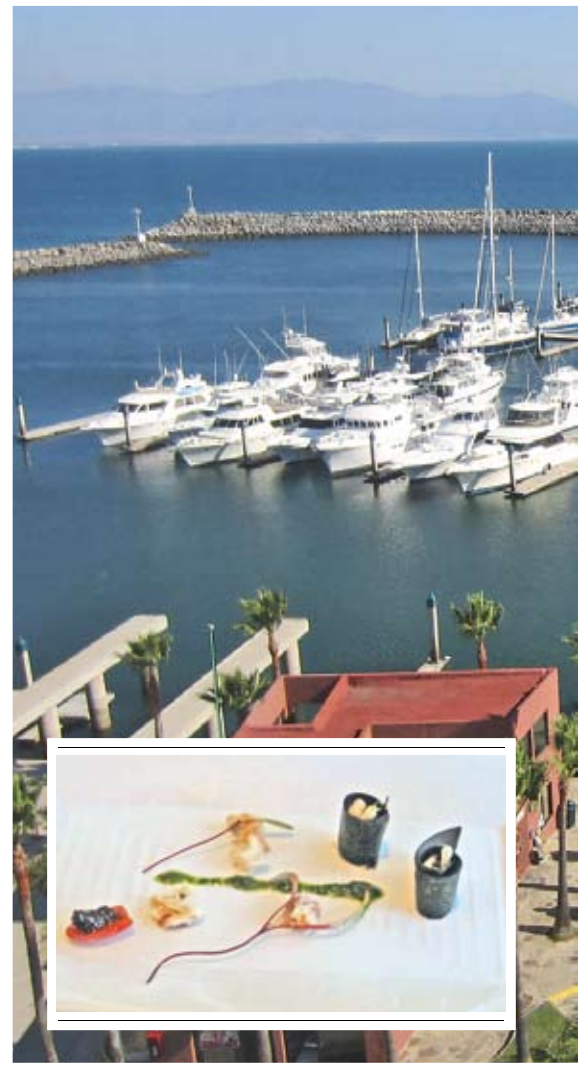
— mike 07/15/12

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

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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.



Sangrita sauce!

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.



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.

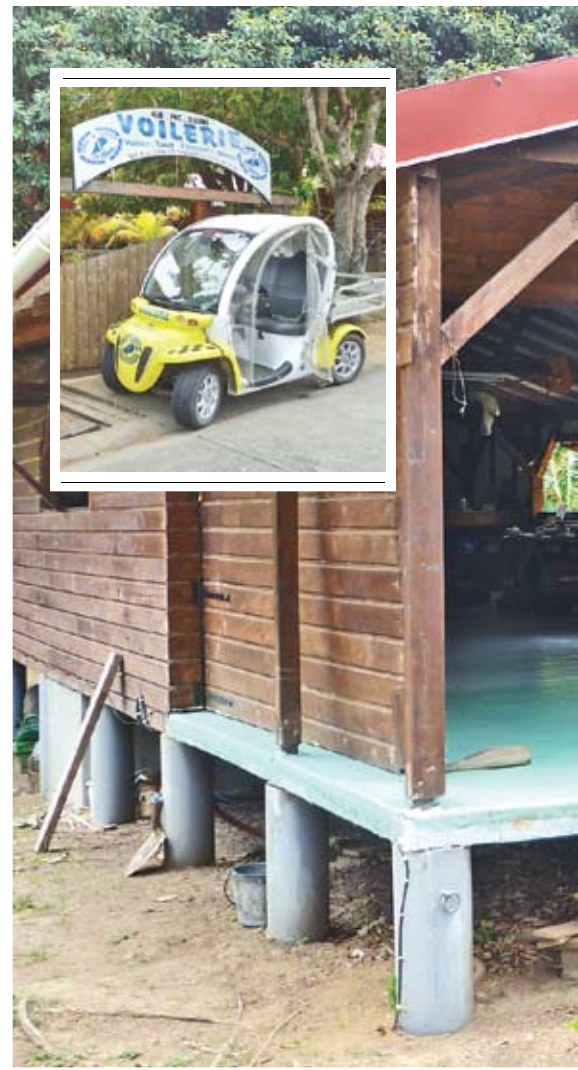
— harley 07/09/12

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.

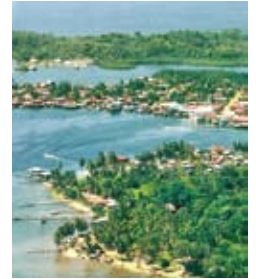
the couple's boat from their *cayuco* at midnight, held the couple at gunpoint, and took everything of value. The men spoke with a distinctive Jamaican accent, so Winner suspects they may be part of the Afro-Antillean community of the Bocas area. These are descendants of the workers brought to Panama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

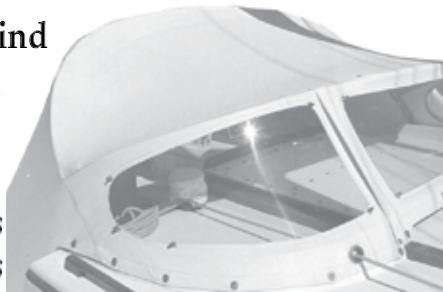
not all boats had paid the fee.

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. 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.



14-FT BOAT. Fiberglass over wood, Pacific Palisades. \$2,500. New looking, used 2x's. Must sell this summer. Includes trailer and 15hp Suzuki 4-stroke motor. Excellent condition. (310) 459-2024.



24-FT C&C SLOOP, 1975. Brickyard Cove Marina, Point Richmond, CA. \$5,500. Great shape. Full sails. Single-hand rig. Self-furling 135 genoa. 8.6hp Honda (overhauled in 2010). New canvas. (415) 518-9750 or (925) 284-1336 or dave@silcoxsmith.org.



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9-FT FATTY KNEES KNOCK OFF. Davis, CA. \$1,099. Incredible sailing and rowing dinghy, fiberglass lapstrake design. New sailing rig value, \$1,100. Aluminum spars, aluminum mast base, heavy duty centerboard, rudder, Harken hardware. Needs TLC. Perfect dinghy, good condition. Contact (530) 318-7099 or verticalsports@netzero.net.

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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. Contact (650) 430-0731 or 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.

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.



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.



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.



26-FT ... **SOLD** ...



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.



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.

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.

29 TO 31 FEET

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.



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 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.

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.



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 spinners. 2012 Delta Ditch Run First Place PHRF 165-264. Contact (415) 887-8244 or 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.



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. (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. 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. 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. 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 orelderbatch@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 bobbiandnls@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. (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. 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.

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.



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.



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.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



40-FT 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.



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.



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. See at 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.

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.



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. Contact (805) 646-6707 or (805) 320-3549 or wmmors@dslextrime.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.



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.



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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. 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. Contact woodeney53@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 garymichaud@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. 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 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. (530) 342-1665 or 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 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.



45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina-built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup Competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. Contact jmcnish@earthlink.net or (510) 846-4178.

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 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.

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.



23-FT NEWICK TREMOLINO, 1981. Alameda. \$5,000. Pineapple sails. 2 berths. Honda outboard. (510) 769-8257 or 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.



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. Contact (206) 297-1151 or (310) 980-8212 or 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.



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.



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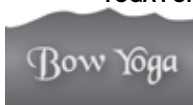
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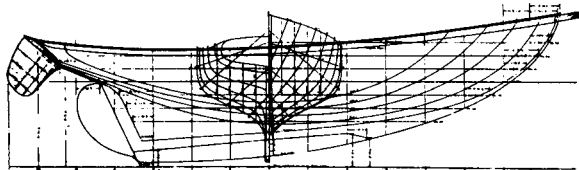
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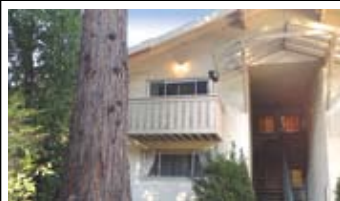
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48' ISLANDER SLOOP, 1985
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38' SABRE MKII, 1990
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46' MORGAN 462, 1981
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38' UNION POLARIS, 1981 With only one owner since new, *Phantom* has never been cruised, has been extensively upgraded over the years, and is bristol inside and out. Must be seen to be appreciated, a contender for anyone in the market for a traditional cruiser. \$99,000

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31' PACIFIC SEACRAFT CUTTER, 1989
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53' ISLANDER, 1979
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45' HUNTER, 1986
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45' STARRATT & JENKS, 1977
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